

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

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INVESTMENT BONDS.

The Northern Pacific Railroad Company now has in full operation, with regular daily trains, 321 miles of road. A distance of nearly 200 miles more is constructed. The Minnesota Section, immediately on its completion, entered upon a satisfactory business, including local traffic and the large carrying-trade of the Northwestern British Settlements and the Hudson's Bay Company. The recently completed section of sixty-five miles, on the Pacific Coast, at once commands a profitable business between Puget Sound and the Columbia River, heretofore done by coastwise steamers. On the opening of spring, with more than 500 miles of road in regular operation, the Company will control the extensive and productive trade of the Upper Missouri, much of Montana and the Northwest. The earnings of the Road for 1873 will be large.

Arrangements for pushing construction vigorously the coming year are progressing satisfactorily.

Of the nearly Ten Million acres of land accruing to the Company in connection with the portion of Road now virtually constructed, some Two Million acres, of excellent average quality, are in market, and their sale and settlement progressing. The average price thus far realized is \$5 66 per acre—which is at the rate of \$100,000 per mile of road for the whole grant.

The Company has already begun the process of redeeming and cancelling its First Mortgage Gold Bonds, as they are now being received at 1.10 in payment and exchange for the Company's Lands.

With these accomplished results and most favorable prospects, the Company is now selling its First Mortgage 7-30 Bonds for the purpose of completing its line of road. We recommend them as a well secured and unusually profitable investment. They have the following elements of strength and safety: They are the obligation of a strong corporation; they are a First Mortgage on the Road, its Right of way, Telegraph line, Equipments and Franchises, and a first lien on its Net Earnings. In addition to this usually sufficient security there is pledged for the payment of principal and interest a Land Grant of 12,800 acres per mile of road through the States and 25,600 through the Territories. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8 $\frac{1}{2}$ currency. *Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the Post Office address of the owner.*

All marketable securities are received in exchange on most favorable terms. For sale by Banks and Bankers generally.

JAY COOKE & CO.

Financial Agents N. P. R. R. Co.

The last rail on the Buffalo, New York and Philadelphia Railway was laid on the 23d inst., near Emporium, Pa.

The last rail on the Shore Line, connecting the West Wisconsin and Chicago and Northwestern railways, was laid on the 23d inst.

Old Colony Railroad.

The earnings of this road for the years ending September 30, 1871 and 1872, were as follows:

	1871.	1872.
From passengers....	\$1,020,573 16	\$1,141,832 43
" freight.....	525,812 57	644,167 90
" express.....	74,783 86	62,960 41
" rents.....	26,443 13	26,385 86
" mails.....	16,861 42	15,327 01
" miscellaneous..	5,488 02	4,895 69
" extra baggage.	2,016 35	1,868 79
	\$1,671,478 51	\$1,897,438 09
Expenses, viz:		
Passenger department....	\$142,487 67	\$186,907 23
Merchandise.....	174,812 65	200,431 57
Locomotive.....	262,278 12	310,418 47
Maintenance of way..	274,064 72	302,965 08
General expenses....	93,353 12	144,755 69
Miscellaneous.....	49,345 62	57,265 28
	\$95,841 90	\$1,202,743 32
Earnings less exp....	\$675,636 61	\$694,694 77
State, city and town taxes.....	\$76,400 73	\$64,446 23
Interest on bonds and debt.....	190,823 36	205,287 44
	\$267,224 09	\$269,732 67
Net income.....	\$408,412 52	\$424,962 10
Add balance of income per last report (\$486,956 33, less U. S. tax on sur- plus \$1,916 70).....	485,039 63	
Total amount of net income....	\$910,001 73	
Deduct dividend Jan. 1, 1872, \$3 per share.....	\$150,000 00	
U. S. tax.....	3,846 15	
Deduct dividend July 1, 1872, \$3 50 per share..	175,000 00	
	328,846 15	

Balance of income account September 30, 1872.....

The dividend of January 1, 1873, is to be taken in part from this balance.

The dividend on 9,481 shares issued to stockholders of the Cape Cod Railroad Company was paid on July 1st, from the earnings of that Company.

The gross receipts of the road were, for the year ending Sept. 30, 1872.....

For the year ending Sept. 30, 1871. 1,671,478 51

Increase in receipts.....

The working expenses for the year ending Sept. 30, 1872.....

For the year ending Sept. 30, 1871. 995,841 90

Increase in working expenses....

The amount paid for interest & taxes, not including tax on dividends, was,

for the year ending Sept. 30, 1872. \$269,732 67

For the year ending Sept. 30, 1871. 267,224 09

Increase....

The net earnings, after paying interest and taxes, were, for the year ending Sept. 30, 1872.....

For the year ending Sept. 30, 1871. 424,962 10

Increase.....

The increase from passengers was \$121,259 27; the increase in number of passengers carried was 578,596.

The increase of receipts from freight was \$118,255 33; the increase of tons carried was \$115,277.

Of this increase \$98,416 33 was from local pas-

sengers, and \$86,440 84 from local freight receipts.

The express and miscellaneous receipts are \$13,656 72 less than last year.

Three new locomotives, six passenger cars, one baggage car, forty-three freight cars, and thirty coal cars have been added to the rolling stock.

Three locomotives, two passenger cars, thirty-three freight cars, and ten gravel cars have been rebuilt.

About 751 tons of new iron, and 581 tons of steel rails, and 31,820 new sleepers have been used in repairing the track, and 1,350 tons of rail have been taken up, repaired and relaid.

All the above additions, renewals and repairs have been charged to expense account, and paid for out of our earnings the past year.

The road, equipment and property has been kept up, and is in as good condition as at any previous time.

In addition to the above new rolling-stock, there have been added to the equipment 2 new locomotives, 8 passenger-cars, 1 smoking-car, forty-three freight-cars and thirty coal-cars, at an expenditure of \$100,200, which has been carried on construction account, making in all 5 new locomotives, 146 freight cars and 16 passenger and baggage-cars added to the equipment the past year.

The Westinghouse brake is now used on 9 locomotives and 44 cars, chiefly applied in the past year. We have also added largely to our telegraph lines, which now connect the central office in Boston with all parts of the road and its branches.

The foregoing statement shows the business of the company to be in a prosperous condition.

There appears to be an increase of \$206,901 42 in the expenditures of the company during the year, over the year ending September 30, 1871, caused in part by an increase of 120,018 miles in the mileage of trains. This increase is further accounted for in the following items:

Increase in expenditure on equipment

charged to expense.....

Additional to side-tracks.....

" to lands, depots and fixtures.....

" to telegraph lines and fixtures.....

Paving about depots.....

act by the stockholders. An act was also passed authorizing the construction of connecting tracks with the New Bedford and Taunton Railroad, at Taunton, which will greatly facilitate our business at this place. The acceptance of this act by the stockholders is also recommended.

The name of the corporation has been changed to Old Colony Railroad Company, on October 1, 1872, as authorized by acts of Massachusetts and Rhode Island, and the vote of the stockholders at a special meeting, April 12, 1872.

The Directors recommend a change in the By-laws, making the seal of the Corporation and certificate of stock conform to the present name of the company.

The union of the Cape Cod Railroad seems to make it necessary to take one or more Directors from the line of that road; and in view of the present extent of our lines, having various local interests to be cared for, we would submit to the Stockholders the expediency of increasing the number of Directors.

The earnings and expenses of the Cape Cod Railroad were not brought into our accounts until October 1, when the union was completed. The following is a statement of the earnings and expenses of this road for the year ending September 30, 1872:

Earnings for the year ending Sept. 30, 1872.....	\$321,798 38
Earnings for the year ending Sept. 30, 1871.....	290,954 93
Increase of earnings	\$30,843 45
Expenses for the year ending Sept. 30, 1872.....	\$235,160 83
Expenses for the year ending Sept. 30, 1871.....	231,958 47

Increase in expenses	\$3,202 36
Showing an increase in net earnings of \$27,641 09	
Stock issued and to be issued to stockholders of the Cape Cod Railroad Co. \$1,007,280	
Cost of Woods' Hole Branch in stock of this company.....	190,620
Funded and floating debt.....	434,000
	\$1,631,900

To this is to be added the cost of completing the Woods' Hole Branch and the extension from Wellfleet to Provincetown.

The length of the united roads is as follows: Boston to Newport via Taunton 67.79 miles. So. Braintree to Somerset Junction via Bridgewater 37.60 " So. Braintree to P'lymouth 25.94 " Dorchester and Milton Branch.... 3.30 " Granite Branch 5.00 " Shawmut Branch 2.40 " Bridgewater Branch 5.99 " Easton 1.69 "

150.71 miles.

Cape Division, Middleboro' to Wellfleet 71.62 Woods' Hole Branch 17.54 Hyannis Branch 4.90 Wellfleet to Provincetown, under construction 13.90

107.96 "

Total length of road 258.67 miles.

Length of double track.... 11.28 miles. Sidings Old Colony Division..... 39.20 " Sidings Cape Division..... 7.80 "

The Boat connection between Woods' Hole and Martha's Vineyard has not been satisfactory, and it may be advisable for us to aid in some way in the establishment of a new Boat Line.

Out of the 8,711,345 passengers carried in our cars in the past year, only two have been injured, and in these cases the injuries were not serious, and were caused by the carelessness of the passengers.

But little damage has been done to property of any kind during the year.

The policy of previous years has been steadily pursued in the reduction of rates and increase of accommodations. By the increase of trains and equipment, and addition of express trains, we have endeavored to keep the facilities given somewhat in advance of the public demand. The large increase in our local earnings is a sufficient proof of the effect of this policy in developing the country upon our line. It has fairly repaid us in the past, and justifies the expectation of a greater return in the future.

The equipment of the road is as follows: 80 passenger, 11 freight, and 4 switching locomotives; 95 passenger, 16 baggage, 190 long box, 270 long platform, 14 cattle, 56 stone, 20 short platform and 169 coal and gravel cars. Number of miles run by passenger trains, 740,661; by freight trains, 326,959; by gravel trains, etc., 48,355—total miles run one year to September 30, 1872, 1,110,675, an increase over the year ending Sept. 30, 1871, of 120,013 miles. Number of passengers carried the past year, 8,711,345; do. carried one mile, 50,820,108. Tons of merchandise carried the past year, 510,434: do., carried one mile, 13,934,187.

TRIAL BALANCE, September 30, 1872.

Cash.....	\$74,382 50
Bills receivable.....	379,587 57
Construction.....	7,691,470 55
Dorchester and Milton Br. R. R. Co.	36,937 88
Granite Br. R. R. Co.....	79,235 99
Shawmut Br. R. R. Co.....	153,633 92
Cape Cod R. R. construction account	111,760 53
South Shore R. R. stock account...	134,375 84
Real estate.....	298,953 00
Shop stock, fuel, iron rails, &c., on hand.	153,057 97
Connecting lines.....	10,255 17
	\$9,123,650 92
Income.....	\$681,155 58
Bills payable.....	466,236 14
Capital stock.....	5,100,020 00
Premium on stock.....	13,486 24
Bonds due Sept. 1, 1874.....	1,000 00
" " " 1,1884.....	32,000 00
" " " 1,1876.....	1,000,000 00
" " April 1, 1876.....	458,000 00
" " Aug. 1, 1877.....	1,450,000 00
Government tax.....	4,865 63
Agents' department.....	8,401 34
Unpaid dividends.....	8,485 99
	\$9,123,650 92

President.—ONSLOW STEARNS.

Directors.—Onslow Stearns, Uriel Crocker, Benjamin Finch, Charles F. Choate, Oliver Ames, Samuel L. Crocker, Jacob H. Loud, Richard Borden and Royal W. Turner.

Treasurer.—JOHN M. WASHBURN.

Superintendent.—W. H. BULLOCK.

The contract for the grading, masonry and bridging of the first and sixth divisions of the Baltimore and Drum Point Railroad has been given to Messrs Crowley, Dickinson & Co., of Baltimore, they being the lowest responsible bidders. These two divisions are twenty-two miles in length, the first division being from Camp Parade, near Annapolis, to Butler's Tavern, a distance of ten miles, and the sixth from Drum Point to St. Leonard, a distance of twelve miles. The contracts will be at once completed and the work begun and pushed forward. The successful bidders for this work also have the building of the narrow gauge railway to Towsontown.

Railway Improvement.

A NEW ERA IN RAILROADING.

A history of the railroads of America, if properly compiled, would furnish a volume of remarkable interest. If we could bring from the debris of time the faces and history of those who first projected, and those who followed them in the work of perfecting the present system of rapid transit, what a field of study would here be presented. In the front rank, ever striking boldly forward, we would meet those who have persistently striven for the first principles, while in the rear guard would come the humanitarians, ever laboring to modify, systematize, perfect and render safe the concealed ideas and labors of their predecessors. While the former have been foremost in the fight, vigorously trampling down old theories in their zeal for the cause of improvement, the latter have been looking after the ambulance train and caring for the wounded. Among this latter class we would place all those who have labored to establish the present degree of safety in railway travel, the solidity of tracks and stability of bridges, the completeness of engines and cars in point of speed, safety and comfort, and the avoidance of fatal accidents. If our railway engines and cars would always stay on the track; if we never met with collisions and people would keep off the tracks, there would be no fatal accidents to record; but our railway system has not yet reached that degree of perfection, and our lenient state laws continue to permit people to expose themselves to the dangers of tracks and crossings.

There are certain mechanical laws, the violation of which greatly increases the dangers of derailment, and that violation is unavoidable where the old system prevails of making up trains with slack links and couplings, which create the dangerous zigzag motion of cars known among railroad men as oscillation, and from which many serious accidents have occurred.

Our tracks are built with a wider spread than the tread of the wheels, in order to allow of trending and rounding of curves. The bolster-hangers also swing longitudinally, and these add greatly to the swaying of the cars while in motion, thus augmenting the danger of what is known as "worming the rail," or, when from sudden rebound, caused by a slight depression or rise of the track, the lateral thrust of the wheel against the rail exceeds the vertical bearing, the wheel mounts the rail, thus producing what is termed "worming." Very many such cases have happened; the direct results of oscillation. This great and seeming necessary defect in our railway trains for many years engaged the attention of our best managers, and various experiments were tried by which to correct it, but for a time all were failures. The English rail-cars are not so affected for the reason that they are screwed together firmly instead of being coupled with slack links and draw-irons. The system of screwing cars together prevents oscillation, but cannot be adopted upon our roads, owing to the small radius of their curves; but there is a device, now being universally adopted here, which is a complete remedy for oscillation, and is at the same time

perfectly applicable to all American railroads. It is known among railroad men as the "Miller Platform," combining an Automatic self-coupler, a Compression Buffer and a combination of mechanical principles, so arranged as to give the platform a strength which withstands the heaviest blows, renders the coupler easy to operate, provides a safe walk from car to car, and is as enduring as the car itself. With these improvements there is no oscillation, no telescoping of cars, no falling between platforms nor any danger from making-up trains, as there is no going between the cars to couple them. They have now been in use nearly seven years, and though numerous accidents have occurred to trains of which the cars were equipped with these platforms, no serious results are known to have happened and in no instance has a platform been broken. The great passenger lines from this city to the West, even to California—with the exception of the Pennsylvania Central—are using these appliances, and cases of fatal accident have become almost entirely unknown upon them. All the Wagner cars are equipped with them and also the Pullman cars, with the exception of the Pennsylvania road, and this accounts for the recent case of telescoping Pullman cars for the first time, which recently occurred on that line.

The word telescoping, as used in this sense, is purely American, as only on American roads has this kind of accident been known. But we remark—and the monthly reports of accidents bear us out in the truth of the assertion—that this kind of accident is rapidly decreasing, and in time will become wholly unknown in the reports of railway accidents in this country: And why? Because we are making progress! We are approaching a better and safer system of making up passenger trains, a system that will entirely prevent the fore-mentioned causes of accident—and they cover nine-tenths of all the fatal cases upon our roads—a system that will demand uniformity in cars, in tracks, in size of trains, in the protection of crossings, and the adoption of the Miller Platform and the best-known brake on all passenger cars. With these cheering results of the labors of years spent in experimenting, may we not take courage and hail with joy the incoming era of the new birth which this picture presents.

The Coal Trade.

By an examination of the reports of the several coal-carrying companies we find that the Reading Railroad returns a tonnage for the week ending on the 14th instant of 199,141 tons, and for its financial year to same date, 223,984 tons against 199,141 tons in corresponding time last year—a decrease of 24,843 tons. The Lehigh Valley Railroad reports a tonnage for the week of 65,407 tons, and for the year 127,856 tons, against 150,323 tons to same time last year—a decrease of 22,467 tons. The Delaware, Lackawanna and Western reports a tonnage for the week of 53,734 tons, and for the year of 2,740,757 tons, against 1,803,273 to corresponding time last year—an increase of 937,484 tons. The tonnage from Shamokin for the week was 6,587 tons, and for the year 550,071 tons against 614,823 tons to corresponding time last year, showing a decrease of 64,752 tons. The shipments by the Central Railroad of New Jersey for the week were 36,128 tons—for the year 2,491,838 tons, against 2,075,928 tons to corresponding time last year an increase of 415,410 tons. Of the above tonnage there was sent by the Lehigh Canal 6,720 tons for the week, and for the season 865,508 tons, against 804,845

tons to same time last year—an increase of 261,163 tons. The Pennsylvania Coal Company reports a tonnage for the week of 23,560 tons, and for the year 1,182,475 tons, against 761,907 tons to corresponding date last year, an increase of 420,567 tons. The Delaware and Hudson Company reports a tonnage for the week of 27,994 tons, and for the year 2,711,855 tons, against 1,764,695 tons to same time last year, showing an increase of 947,160 tons. The Huntingdon and Broad Top Mountain Railroad Company reports a tonnage for the week of 9,269 tons, and for the year of 801,978 tons, against 310,814 tons to same date last year, showing a decrease of 8,841 tons. The Pennsylvania and New York Railroad reports an anthracite tonnage for the week of 11,224 tons, and for the year 22,569 tons, and a bituminous coal tonnage for the week of 5,168 tons, and for the year 9,733, being a total tonnage for the week of 16,393 tons, and for the year 32,302 tons, against 81,694 tons to same time last year, a decrease of 608 tons.—*Phila. Ledger.*

Boston and Providence Railroad.

The earnings of this road for the years ending September 30, 1871 and 1872, were as follows:

	1871.	1872.
From passengers....	\$761,517 98	\$882,261 38
" freight.....	604,196 39	772,738 41
" rents.....	12,398 44	12,299 84
" expresses....	26,979 27	30,555 23
" mails.....	6,145 51	9,613 54
" interest, etc ..	3,048 27	6,426 02
" dividends....	1,200 00	2,505 00
	\$1,415,480 86	\$1,716,399 42
Expenses, viz:		
Repairs of road.....	\$78,942 62	\$95,528 35
Sleeper account.....	23,213 54	23,077 84
New iron rails.....	28,122 53	39,398 74
New steel rails.....	25,664 52	29,298 29
Repairs and renewals of locomotives.....	74,447 44	88,891 15
Repairs and renewals of cars	120,049 41	171,139 55
New station houses, fixtures and repairs	95,248 19	142,753 88
New bridges and repairs	15,385 62	31,567 19
Fence account.....	4,655 59	10,823 94
Snow account.....	1,848 16	1,214 36
Gratuities and damages.	13,916 18	8,040 76
Passenger department..	109,212 44	153,762 16
Freight department....	145,631 69	172,166 84
Wood, coal and water..	99,844 54	114,836 69
Miscellaneous expenses.	22,019 38	22,936 42
Switch and gatemen....	28,538 05	32,205 81
Taxes and insurance...	34,743 69	36,405 19
Oil and waste.....	14,957 89	13,124 06
Telegraph expenses....	651 25	975 28
Rent of Attleborough Branch Railroad	8,778 84	...
State tax.....	44,148 70	42,906 96
	\$985,019 67	\$1,251,052 59
Balance carried to income account.....	\$430,461 19	\$465,346 83
Add balance from previous year...		357,575 55
Total		\$822,922 88

From which deduct—

Dividends paid May 1, and November 15, 1872, 5 per cent, each.....	395,000 00
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Balance to net account.....	\$427,922 88
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The Directors submit to the Stockholders the accompanying accounts of the Treasurer, showing in detail the operations of the Road and the condition of the affairs of the Corporation for the year ending on the 30th day of September last.

They feel assured that these statements will repay a critical examination; exhibiting as they do, the complete record of a year of marked prosperity in every department of our operations. While furnishing the most satisfactory evidence of the substantial character of the property of the Corporation, they exhibit also, the solid basis of

local and through traffic on which it rests, and which it has been their endeavor to foster in just proportions. The gratifying results of their policy in this respect, which has been as steadily pursued as it has been distinctly declared in their former reports, will be apparent to the Stockholders, in the proof these tables disclose of the sound condition of all the interests entrusted to their charge and management.

It will be seen that the gross earnings of the Road for the year have amounted to the unprecedentedly large sum of \$1,716,399 42—an excess over those of the last year of \$302,523,16. The total expenditures for the year, proportionately increased of course by the large increase of our business, and embracing, as will be seen, in addition to the ordinary operating expenses of Road, many items of extraordinary outlay, have been \$1,251,052 59—leaving a net income of \$465,346, 83, as against the net income of the preceding year of \$430,461 19.

We have thus been enabled, after providing for the payment of our customary dividends, to meet from the surplus of our earnings, all the reasonable requirements of the public, in furnishing greater facilities comforts and safeguards, both in travel and transportation, and at the same time to secure essential improvements which the present and prospective wants of the Road have rendered necessary; many of which are of a permanent character, adding largely to the permanent value of the property of the Corporation. In this connection it is obvious to remark, that the large proportion which the expenditures of a Railroad Corporation bears to its gross receipts is in some degree a test of its real prosperity and of its proper management. The constantly recurring claims of the public for more facilities, both in the opening of new channels of traffic and in the increase in the number of trains, and of the best equipment for all of them, and in the adoption of new improvements and safeguards which the inventive faculty of our people is daily offering as indispensable to every well managed railway, constitutes a large and growing tax upon the earnings of the most prosperous roads. We have a striking illustration of this inevitable increase of expenses in the experience of the last year; during which we have transported 540,266 passengers more than in the year next preceding it, have carried 203,168 tons more of freight, and the greater distance run by our locomotives in the same period is, 115,117 miles.

Referring to the tables for the respective amounts expended for objects not coming within the range of ordinary operating expenses, a brief summary of them, taken in connection with the proportion exhibited between our gross earnings and our net income, will prove to the most exacting advocate of the rights of the public in these quasi public corporations, that the managers of this Corporation have not been wanting in the largest liberality towards those who have had occasion to use the road either as passengers or freighters;—and this policy, which has repeatedly received the sanction and approval of the Stockholders, it is to be hoped will be continued by those who have the direction of its affairs, until it fairly earns the title, which no railroad in this country has yet reached, of a "perfect road" in all its appointments and its management.

Among the most conspicuous of the expenditures of the character above stated, is the cost of erecting new Station Houses along the line of the road. Of these, there have been completed during the year, one at Pawtucket in connection with the Providence and Worcester Railroad Co., one at Dodgeville, one at Boylston Station, one at Hyde Park, and one at Heath Street in Boston. We have now in process of construction, one at the corner of Camden Street in Boston, one at Forest Hills, and one at Attleboro in connection with the Taunton Branch Railroad Co.

In addition to these we are now diligently engaged in forwarding with all practicable despatch the erection of our principal passenger station house in Boston; rendered necessary by the sale to the City of Boston, of the principal portion of

the site of the present structure, of which the Stockholders were informed in the last annual report. It is premature to speak of the character or cost of this edifice. But it is proper to say, that the Directors have determined to carry out what they believe to be the wishes of the Stockholders, in making it in every respect a model structure, adapted to all the uses of the Corporation and the public in the future as well as the present, worthy of the commanding and eligible site on which it will stand, in harmony with its spacious and attractive surroundings, and an ornament to the City, whose wise and liberal policy in reference to this locality constrains us to meet them in a spirit of corresponding liberality. After its completion, and the erection of a new passenger station at Readville, which will be commenced in the Spring, the hope that was expressed in the report of the last year, "that before the close of the year 1873 we shall have rebuilt every station on the line of the road, thereby terminating all our extraordinary expenses in that department for years to come," will be fulfilled.

The purchase of considerable parcels of land adjoining our premises in Boston and in other localities, which the exigencies of our business or the prospect of a near future rendered important to us, constitutes another item of the expenditures before referred to. In regard to all these purchases we have been extremely fortunate, both in the circumstances surrounding them and in the prices paid for them.

The removal of the old car house in Boston from the site of the new passenger station, required the erection of another without delay. We have accordingly built on the land of the Corporation, near Ruggles street and in convenient proximity to our machine shops, at a very moderate cost, by utilizing the roof of the old freight house which was found to be in excellent condition, a commodious brick structure with a capacity for housing twenty-four long passenger cars.

Beside keeping up our equipment to a better condition than it has ever been in before, substituting new freight cars for all that have been destroyed or become unserviceable, in addition to those hereafter specified—thus more than covering depreciation in this rapidly depreciating class of railroad equipment, without including any of the new ones mentioned. We have added to our stock four new first class locomotives, eleven new passenger cars, and one hundred and five new freight cars.

Among the items of increased expenditure in the operation of the road, the running of an increased number of trains before adverted to, is one to which the Directors desire to call the more particular attention both of the Stockholders and the public, as it does not appear in the Treasurer's accounts as a separate item, but is necessarily included in the general charges for freight and passenger business. Since the last annual report, the Third Track, to which reference was then made as approaching completion, has been put in operation; and notwithstanding the increased facilities given by it to our suburban travel in the large number of trains run over it daily, for nearly the whole year, we have, in addition to all these, established six new trains for the convenience of the general travelling public. When the large expense attending the running of every new train is considered, the proportion before alluded to, in which the public shares with the Stockholders every fresh access of prosperity to the road is seen in a striking manner, and should make the former disposed to promote that prosperity at least equally with the latter, even on selfish grounds.

An opportunity having arisen during the year to place the relations of this Corporation with the Stoughton Branch Railroad upon a more satisfactory basis, the Directors promptly availed themselves of it, and took such steps to secure it as will leave the Stockholders at liberty to adopt their action or otherwise, as they may elect. This will be made the subject of a special communication to the Stockholders, for them to take such

course in reference to it as they may deem expedient.

In concluding this Report, the Directors deem it but just to a most exemplary efficient and trustworthy body of men, many of whom have been reared from boyhood in the service of this Corporation, to bear their testimony to the fidelity with which the interests of the Stockholders have been served by their employees in every department of our operations, and to express their conviction, that whoever may be entrusted with the administration of its affairs, they can have no more reliable assurance for the continuance of its prosperity, than the zealous co-operation of those who have contributed so largely to it in the past.

TRIAL BALANCE, SEPTEMBER 30, 1872.

Construction and equipment.....	\$3,906,538 31
Cash and cash funds.....	11,534 31
Stoughton Branch Railroad stock..	85,400 00
Mansfield and Framingham Railroad stock.....	15,000 00
Real estate.....	148,141 78
City of Boston.....	325,000 00
Materials on hand.....	144,662 07
Balances due from other roads, etc.	97,123 24
	\$4,733,899 71
Capital stock.....	\$3,950,000 00
Unclaimed dividends	5,603 00
Dividend due Nov. 15th, 1872.....	197,500 00
Balances due to other roads, etc...	152,874 38
Income account.....	427,922 88
	\$4,733,899 71

President.—JOHN H. CLIFFORD.

Directors.—John H. Clifford, George W. Hallet, T. P. I. Goddard, Wm. R. Robeson, F. M. Weld, Joseph W. Balch, Henry A. Whitney.

Treasurer.—BENJ. B. TORREY.

Superintendent.—A. A. FOLSOM.

Atlantic, Mississippi and Ohio Railroad.

The Petersburg *Index* extracts the following figures from the annual report of the Atlantic, Mississippi and Ohio Railroad Company:

During the past year the floating debt of the various companies merged in the Atlantic, Mississippi and Ohio Railroad has been met and extinguished with a portion of the proceeds of the loan effected upon the bonds of the company.

In the road department there has been expended: on the Norfolk and Petersburg division, \$67,698 09; on the Southside division, \$387,761 57; on the Virginia and Tennessee division, \$508,791 09—total, \$909,250 75.

In the transportation department the receipts have been: from passenger trains, \$569,042 91; from tonnage trains, \$1,385,278 89—total, \$1,954,278 89. The transportation of passengers has increased during the year \$19,415, or 4½ per cent., while the freight transportation has increased \$48,668, or 4 per cent., this latter derived mainly from local business. The cost per mile of running the trains was this year 48.77 cents, against 58.61 cents the year before, a decrease of nearly 17 per cent., by which the improved condition of the road is fully shown. The gross revenue of the line has been \$1,969,058 06; its current expenses, \$1,284,725 14; balance, \$784,327 92—an increase of net revenue of over 15 per cent.

The Frankfort *Yeoman* says that the Frankfort, Paris and Big Sandy Railroad is to be seventy-five miles, long, uniting with the Chesapeake and Ohio in Bath County, and extending to Frankfort. Towards its construction the county of Bath has subscribed \$150,000, Bourbon \$400,000, Scott \$250,000 already, and that it is now proposed that the city of Louisville shall subscribe \$500,000 and the county of Franklin \$100,000, to make a total of \$1,500,000, which is deemed sufficient to guarantee the construction of the line.

THE INDIANA AND ILLINOIS CENTRAL RAILWAY COMPANY'S First Mortgage 7 per cent. GOLD BONDS.

\$3,500,000.

This is an EAST AND WEST ROAD RUNNING ON THE 40TH PARALLEL FROM INDIANAPOLIS, IND., TO DECATUR, ILL., 152 miles; through the richest agricultural and mineral country of both states; and connecting at termini with the GREAT THROUGH ROUTES to the East and West.

It is the only East and West road in a belt averaging 30 miles wide, and passes through the best part of the rich

BLOCK COAL FIELD

of Indiana, in which the COMPANY OWNS 2,000 ACRES OF BLOCK COAL LANDS. It owns, also, 90,000 acres of Farming lands.

\$1,100,000 IN CASH HAS BEEN ALREADY EXPENDED ON THIS ROAD, of which 30 miles in Illinois are finished and in operation. Fifty-five miles more, completing the Western Division, Decatur to the Coal Fields, will be completed this fall and the whole road in 1873.

Upwards of TWO MILLIONS OF DOLLARS more are pledged to the enterprise, partly by counties, towns and individuals along the line, but chiefly by wealthy capitalists, among whom are W. H. GUION (of WILLIAMS & GUION), SIDNEY DILLON, JAY COOKE & CO., CLARK, DODGE & CO., J. & W. SELIGMAN, VIBBARD, FOOTE & CO., and PAUL S. FORBES, of New York, BENJ. E. BATES, of Boston, HENRY LEWIS, of Philadelphia, and GEO. M. PULLMAN, of Chicago.

Bonds \$1,000 each, payable in 30 years, principal and interest in Gold, free of Government Tax. Sinking Fund 2½ per cent. on Gross Earnings.

For sale at 90 and accrued interest by the Financial Agents of the Co. (of whom pamphlets and information may be obtained.)

**Walker, Andrews & Co.,
NO. 14 WALL STREET.**

The Denver and Rio Grande Railroad has recently opened its Arkansas Valley Branch, 38 miles long, to reach coal fields. The company has now 155½ miles of road in operation, all completed in 18 months.

The first train over the Warren and Venango Railroad arrived at Titusville on the 15th inst. from Dunkirk, N. Y. The distance over the road from that point is eighty-five miles, and the run was made in five hours.

The Massachusetts Central Railroad Company will at once commence surveys from its terminus in Weston to the Lexington and Arlington Branch of the Lowell Railroad.

RAILROAD EARNINGS—MONTHLY.

RATES OF FREIGHT													Total.	
Central Pacific (in gold):		January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.	28,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653	
1868.	64,463	86,937	81,346	96,451	106,835	164,729	259,560	251,832	262,770	296,422	286,562	342,743	2,300,767	
1869.	212,604	218,982	391,308	486,048	568,270	556,080	532,657	511,854	609,758	579,642	585,360	467,659	5,670,832	
1870.	413,104	394,176	488,332	633,768	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,592	9,955,116	
1871.	536,499	485,490	614,444	720,929	892,341	795,176	869,297	1,006,373	965,922	981,006	897,234	872,558	9,467,072	
1872.	634,480	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	1,332,220	1,375,425	1,299,900	-----	-----	
Chicago and Alton:														
1865.	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,220	357,956	307,919	236,824	3,840,092	
1866.	226,153	222,241	290,111	269,249	329,861	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153	
1867.	245,787	167,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	350,102	330,169	3,892,861	
1868.	276,117	275,140	267,064	279,121	309,342	384,564	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643	
1869.	314,182	315,099	338,727	328,390	345,833	402,854	384,051	496,232	506,623	468,212	397,515	340,851	4,681,563	
1870.	281,109	316,037	342,897	348,059	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405	
1871.	353,285	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	478,223	455,007	377,687	5,278,910	
1872.	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,331	496,062	543,518	454,915	-----	-----	
Chicago and Northwestern:														
1863.	-----	275,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	
1864.	541,005	482,164	499,296	468,388	586,623	747,942	702,091	767,568	946,707	932,688	754,671	647,842	5,976,496	
1865.	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	2,994,260	
1867.	696,147	574,664	765,398	774,280	895,712	895,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739	
1868.	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471	
1869.	892,063	830,287	1,142,166	1,112,190	1,206,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467	
1870.	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,404	
1871.	655,423	602,182	774,994	787,641	1,084,101	952,899	851,846	1,059,337	1,281,574	1,047,318	1,006,235	852,422	11,908,277	
1872.	774,856	714,122	840,394	900,370	1,074,779	-----	-----	-----	-----	-----	-----	-----	-----	
Cleveland, Col., Cin. and Indianapolis:														
1868.	242,205	226,160	242,509	236,435	193,966	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342	
1869.	204,112	180,840	239,522	241,661	241,456	259,408	253,367	341,783	320,025	298,615	271,555	242,621	8,095,946	
1870.	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719	
1871.	270,264	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343	
1872.	327,538	318,626	354,766	366,960	378,493	-----	219,069	404,286	428,598	386,514	-----	-----	-----	
Illinois Central:														
1864.	327,000	416,588	459,762	423,797	406,373	516,100	423,578	640,179	799,236	661,391	657,141	603,402	6,520,447	
1865.	571,536	528,972	616,665	516,608	460,573	617,652	578,403	747,469	739,736	641,589	643,887	518,088	7,181,209	
1866.	603,056	505,266	505,465	411,605	569,250	567,679	480,626	578,253	611,348	661,971	588,219	504,066	6,546,741	
1867.	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	822,901	727,810	716,090	12,294,095	
1868.	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	655,401	681,041	7,817,629	
1869.	659,138	524,693	709,645	568,282	640,975	778,261	606,228	841,363	797,401	914,406	814,413	696,677	8,523,585	
1870.	623,385	661,789	601,326	655,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,768,556	
1871.	624,744	528,617	563,598	620,223	713,162	718,722	707,982	836,041	890,287	753,184	755,436	688,131	8,401,142	
1872.	642,466	527,068	572,175	547,988	636,373	641,410	616,680	768,256	759,967	863,746	681,352	-----	-----	
Marietta and Cincinnati:														
1866.	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239	
1867.	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	123,387	123,383	1,278,113	
1868.	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,065	
1869.	98,517	91,666	103,558	109,526	111,033	118,648	114,498	129,388	140,473	132,869	131,019	108,629	1,350,822	
1870.	90,177	98,275	101,379	106,246	110,213	111,117	111,121	118,407	132,998	153,531	144,023	141,376	1,418,569	
1871.	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	161,191	175,458	172,567	169,820	1,690,714	
1872.	152,577	142,408	150,784	145,858	168,717	164,587	149,550	162,521	191,841	208,977	207,911	-----	-----	
Michigan Central:														
1865.	306,324	279,137	344,223	327,241	401,463	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550	
1866.	282,439	265,796	327,158	343,737	365,196	335,083	324,986	359,640	429,161	493,640	414,604	308,669	4,260,115	
1867.	304,093	283,661	375,210	362,783	338,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,973	
1868.	343,316	304,515	326,880	415,788	369,236	325,501	321,023	392,942	466,973	511,820	410,820	399,671	4,509,251	
1869.	320,120	320,636	320,636	386,527	411,514	403,646	366,623	389,950	353,569	473,546	490,772	344,819	4,744,164	
1870.	327,992	329,128	384,431	412,030	405,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,058	
1871.	418,755	442,665	441,685	470,703	480,547	427,096	422,516	528,890	623,660	582,302	582,302	532,506	-----	
1872.	505,586	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Milwaukee and St. Paul:														
1867.	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,603	
1868.	369,228	321,203	333,503	436,412	565,718	458,194	423,398	522,682	1,024,045	1,037,464	565,917	468,889	6,517,640	
1869.	454,590	330,400	420,951	460,288	630,844	678,923	565,581	525,547	724,732	1,040,102	801,135	496,551	7,230,098	
1870.	396,171	328,923	377,571	443,132	720,700	755,737	634,434	661,020	808,318	908,313	791,014	529,758	7,420,421	
1871.	366,760	327,431	400,149	483,884	662,368	658,017	481,113	505,557	811,961	950,945	792,888	-----	-----	
1872.	460,985	387,525	426,192	474,188	580,432	594,901	483,348	565,729	-----	-----	-----	-----	-----	
Philadelphia and Reading:														
1864.	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,511	
1865.	658,063	608,305	116,215	92,283	416,341	566,979	957,194	1,121,205	1,351,571	1,419,232	1,196,355	702,686	10,082,038	
1866.	725,061	725,967	779,198	611,604	1,109,267	1,140,301	996,841	1,252,586	808,742	887,783	874,974	436,990	1,063,727	
1867.	500,488	534,561	703,618	836,603	965,358	903,974	864,631	693,164	873,153	956,655	837,351	586,779	2,956,285	
1868.	427,437	518,174	615,019	817,750	761,220	217,082	104,455	287,557	307,122	323,329	274,637	233,861	2,964,047	
1869.	479,236	525,490	755,433	904,834	499,463	630,680	1,232,908	1,454,026	1,294,621	1,235,366	1,476,406	828,447	11,31	

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. angle.	Horses and Dummies.	Cars.	COMPANIES.		Cost of Road and Equipment.	Share Capital.	Bonded Debt.	Floating Debt.	Gross.	Net.	Dividends on paid Capital.	Value of Shares.	PASSENGER RAILROAD BONDS.											
				No.	No.									Par.	Paid.	Market.	Amount out- standing.	Int. at Rate.	Principa l payable.	Market Price.					
Sept. 30, '71	7.25	102	16	Albany	N.Y.	157,800	111,400	\$40,000	\$	63,640	16,449	10	\$	100	100	\$	\$	40,000	7	J. & J.	1883				
Sept. 30, '71	1.04	—	—	Albany st. Freight (B'ton), Mass.	Pa.	48,709	75,000	—	155	2,856	657	100	100	—	—	—	—	681,000	7	M. & N.	1890				
Oct. 31, '71	7.25	12	—	Allentown	Pa.	31,452	192,750	—	—	10,801	2,985	100	100	—	—	—	—	694,000	7	J. & J.	1880				
Sept. 30, '71	11.8	—	—	Avenue C (N. Y. City)	N.Y.	513,286	500,000	681,000	163,341	161,424	11,753	100	100	—	—	—	—	100,000	7	J. & J.	1881				
Sept. 30, '71	22.00	449	55	Bleek st. & F.F. (N.Y.C.), N.Y.	Pa.	1,775,049	900,000	604,000	11,282	302,393	69,420	100	100	—	—	—	—	1,600,000	7	J. & D.	1884				
Sept. 30, '71	4.68	—	—	Boston and Chelsea	Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	—	—	—	—	—	—	—	—			
Sept. 30, '71	1.25	—	—	Boston & West Roxbury	Mass.	56,133	41,000	—	—	2,500	2,348	100	100	—	—	—	—	—	—	—	—	—	—		
Sept. 30, '71	10.76	276	52	Broadway (Brooklyn)	N.Y.	309,000	200,000	100,000	9,859	143,794	24,454	9	100	100	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	10.88	775	108	B'dway & 7th Av. (N.Y.C.), N.Y.	Pa.	3,632,058	2,100,000	1,600,000	15,559	775,190	235,915	3	100	100	—	—	—	—	25,000	7	J. & J.	1881			
Sept. 30, '71	7.00	—	—	Brooklyn, Bath & Coney I.N.Y.	Pa.	212,379	180,000	80,000	—	41,166	8,501	100	100	—	—	—	—	—	—	—	—	—	—		
Sept. 30, '71	72.00	1479	297	Brooklyn City	N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	—	—	—	—	300,000	7	M. & N.	1878			
Sept. 30, '71	15.50	194	42	Brooklyn City & Newtown	N.Y.	636,730	400,000	200,000	8,829	164,737	34,200	100	100	—	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	19.3	—	—	B'klyn. City, Hun. P. & P.P.N.Y.	Pa.	616,730	300,000	300,000	29,197	154,768	40,685	100	100	—	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	15.20	201	59	Buffalo street	N.Y.	429,557	87,000	73,000	19,257	183,932	23,518	100	100	—	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	11.50	92	17	Bushwick (Brooklyn)	N.Y.	324,012	302,000	52,000	2,018	81,514	8,922	100	100	—	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	33.51	—	—	Cambridge (Boston)	Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	100	—	—	—	—	650,000	7	F. & A.	1882		
Sept. 30, '71	1.74	20	4	Central City (Syracuse)	N.Y.	29,006	21,130	6,000	—	19,524	7,475	20,00	100	100	—	—	—	—	200,000	7	M. & N.	1890			
Sept. 30, '71	46.00	502	142	Cen. P. & N. E.R. (N.Y.C.)	Pa.	1,629,175	1,068,000	626,000	82,746	590,245	13,153	100	100	—	—	—	—	—	—	—	—	—	—	—	
Oct. 31, '71	25.52	48	—	Citizens' (Phila.)	Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	194	—	—	—	—	215,000	7	J. & J.	1873			
Oct. 31, '71	8.82	170	33	Citizens' (Pittsburg)	Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	14.82	222	21	Coney Island (N.Y.)	N.Y.	937,943	1,200,000	700,000	—	608,241	179,551	100	100	—	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	10.36	834	116	Dry Dock, E.B.B. (N.Y.C.)	N.Y.	1,054,679	748,000	215,000	49,593	164,677	14,184	100	100	—	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	11.75	37	16	East New York & Jamaica	N.Y.	259,668	175,800	92,700	1,632	26,554	5,460	100	100	—	—	—	—	—	—	—	—	—	—	—	
Oct. 31, '71	1.63	13	—	Easton and S. Easton	Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	18.00	877	189	Eighth Avenue (N.Y. City)	N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	—	—	—	—	—	—	—	—	—	—	—
Oct. 31, '71	5.25	—	—	Elmira and Horseheads	N.Y.	43,000	22,500	—	3,200	(Not in opera.)	100	100	—	—	—	—	—	—	—	—	—	—	—	—	
Oct. 31, '71	2.20	20	6	Eric Cl'y.	Pa.	36,957	19,307	20,458	—	41,167	7,504	25	25	25	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	9.63	—	—	Fifth Ward (Syracuse)	N.Y.	93,000	68,300	25,000	2,800	12,612	1,163	100	100	—	—	—	—	—	—	—	—	—	—	—	
Oct. 31, '71	17.04	366	52	Frankford & Southwark (Phila.)	Pa.	830,364	491,570	227,000	80,000	335,899	92,869	6	50	584	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, '71	3.25	22	5	Genesee & Water st. (Syr.)	N.Y.	59,926	42,500	12,700	—	13,924	2,226	100	100	—	—	—	—	—	—	—	—	—	—	—	
Oct. 31, '71	34.25	366	64	Germantown (Phila.)	Pa.	562,270	307,545	350,000	—	363,585	88,100	19.5	50	30	—	—	—	—	100,000	7	A. & O.	1884			
Oct. 31, '71	5.40	108	28	Girard College (Phila.)	Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	9.00	93	16	Gr'd st. & Newtown (B'k'n)	N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	100	100	—	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	8.00	—	—	Gr'd st. Prop. Pk. & Flatb.	N.Y.	400,000	200,000	200,000	14,000	(Not in opera.)	100	100	—	—	—	—	—	—	—	—	—	—	—	—	
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.)	Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	—	—	—	—	100,000	7	J. & J.	1878			
Oct. 31, '71	2.14	11	—	Harrisburg City	Pa.	60,249	41,995	12,864	1,240	6,489	567	25	25	25	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	10.00	120	24	Harl. Br. Morr. & F'dham	N.Y.	254,295	123,540	137,000	—	85,554	27,669	100	100	—	—	—	—	—	—	—	—	—	—	—	
Oct. 31, '71	20.40	362	51	Hest. Mant. & F'mount (Ph.)	Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	50	19	—	—	—	—	125,000	7	J. & D.	1880		
Sept. 30, '71	3.56	31	9	Kingston and Rondout	N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	—	—	—	—	—	—	—	—	—	—	
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.)	Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	104	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, '71	1.71	57	17	Lowell Horse	Mass.	75,904	65,530	—	4,500	32,185	2,182	100	100	—	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	11.62	235	35	Lynn and Boston	Mass.	277,311	200,000	50,000	1,900	177,607	10,218	100	100	—	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	3.60	—	—	Malden and Melrose (B'k'n)	Mass.	60,246	200,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	1.07	—	—	Marginal Freight (Boston)	Mass.	1,040,556	500,000	36,326	—	2,400	1,923	100	100	—	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	3.46	—	—	Medford & Charlestown (B'k'n)	Mass.	34,000	21,000	4,000	—	32,262	—	100	100	—	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	5.27	48	15	Merrimac Valley	Mass.	63,000	50,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '71	15.50	260	48	Middlesex (Boston)	Mass.	1,706,566	1,250,000	455,566	905,066	153,192	10	100	100	604	—	—	—	—	99,500	6	J. & D.	1884			
Sept. 30, '71	1.75	—	—	Mohawk and Ilion	N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	—	—	—								

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	\$8,067,800	J. & J.	Jan. '73 3	Long Island 50	3,000,000	M. & S.	Sept. '71 3	Warren (N. J.) 100	\$1,800,000	J. & D.	Dec. '71 3
Allegheny Valley 50	2,236,350	— & —	50	Louisv., Clin. and Lex. 50	1,623,488	J. & J.	July '69 3	Warwick Valley 100	225,000	A. & O.	Apr. '72 2
Atlanta and West Point 100	1,232,200	J. & J.	July '71 4	" " pref. 100	848,700	J. & J.	July '72 4	West Jersey 100	1,200,000	F. & A.	Aug. '72 4
Atlantic and Gulf 100	3,691,200	— & —	50	Louisv. & Nashville 100	8,980,600	F. & A.	Aug. '72 4	Winchester & Potomac* 100	180,000	J. & J.	July '72 3
" " pref. 100	821,664	J. & J.	July '71 3	Louisv., N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Strasburg* 100	500,000	J. & J.	July '72 3
Atlantic and St. Law* 100	2,494,900	M. & S.	Sept. '72 2	Lowell and Lawrence 100	200,000	A. & O.	Oct. '72 3	Worcester and Nashua 76	1,400,555	J. & J.	Jan. '73 5
" new 1870.100	1,500,000	— & —	50	Lykens Valley 20	600,000	F.M.A.N.	Aug. '72 2				
Avon, Genesee & Mt. M. 100	194,250	A. & O.	Oct. '72 1	Macon and Western 100	2,500,000	J. & D.	Dec. '71 5	HORSE-POWER R. R.			
Baltimore and Ohio 100	13,151,962	M. & N.	Nov. '72 5	Maine Central 100	4,800,500	— & —		Albany City 100	110,300	— & —	— 2
Washington Br. 100	1,650,000	A. & O.	Oct. '72 5	Manchester and Law. 100	1,000,000	M. & N.	Nov. '72 5	Baltimore City 100	800,000	F. & A.	Aug. '72 1
Parkersburg Br. pref. 50	5,680,685	— & —	50	Marietta & Cincinnati 50	1,372,891	— & —		Bleeker st. & F. F. (N.Y.) 100	900,000	— & —	
Berkshire* 100	600,000	J. A. J. & O.	Oct. '72 0	" 1st pref. 50	810,719	M. & S.	Sep. '66 3s	Broadway (Brooklyn) 100	110,000	A. & O.	Oct. '72 4
Biosburg & Corning* 100	250,000	J. & D.	Dec. '72 2	" 2d pref. 50	4,400,368	M. & S.	Sep. '66 3s	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	July '72 3
Boston and Albany 100	19,884,100	M. & N.	Nov. '72 5	Michigan Central 100	14,665,848	J. & D.	Jan. '69 3	Brooklyn City 100	1,500,000	F.M.A.N.	Nov. '72 3
Bos., Clin. & Fitchb. pref. 100	633,200	— & —	50	Mill Creek & Minehill* 50	323,375	J. & J.	July '72 5	Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Agricultural Br. guar. 100	60,000	J. & D.	Dec. '72 2	Milwaukee and St. Paul 100	11,822,878	J. & J.	Dec. '70 3	Bushwick (Brooklyn) 100	488,106	— & —	
Bost., Cone. & Mont.* pref. 100	800,000	M. & N.	Nov. '72 3	W. Hill & Schuy. H. 50	3,856,450	J. & J.	Aug. '72 3	Cambridge 100	302,000	J. & J.	July '71 3
Boston and Lowell 100	2,215,000	J. & J.	Jan. '73 4	Morris and Essex 50	11,900,950	J. & D.	Dec. '72 3	Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2
Boston and Maine 100	5,000,000	M. & N.	Nov. '72 5	Naugatuck 100	1,864,400	F. & A.	Feb. '71 5	Citizens' (Phil.) 5	600,000	J. & J.	July '72 7
Boston and Providence 3,950,000	M. & N.	Nov. '72 5	Nesquehoning Valley* 50	1,000,000	M. & S.	Sept. '72 5	Citizens' (Pbgs.) 50	200,000	M. & N.	Nov. '71 7	
Buffalo, N. Y. and Erie* 100	950,000	J. & D.	Dec. '72 3	Newark and N. York* 100	977,400	J. & J.	Jan. '70 3	D. Dock, E. B'dw. & Bat. 100	1,200,000	F.M.A.N.	Aug. '72 2
Burlington and Mo. Riv. 100	1,380,000	J. & J.	July '72 4	N. Bedford & Taunton 100	500,000	M. & N.	Nov. '72 5	Elizabeth and Newark 100	1,000,000	J. A. J. O.	Oct. '71 3
" " pref. 100	1,083,400	J. & J.	Oct. '72 2	N. Castle & Beaver Val. 50	1,500,000	J. & J.	Aug. 69 12	42nd St. & G. St. Ferry 100	748,000	M. & N.	Nov. '71 5
Camden and Amboy* 100	5,847,800	J. A. J. O.	Oct. '72 2	N. Haven & Northamp. 100	605,000	J. A. J. O.	Sept. '72 3	Frankl. & Southw. (Ph.) 50	491,750	J. & J.	July '72 4
Camden and Atlantic 50	377,100	— & —	50	Naugatuck 100	1,000,000	J. & N.	Nov. '72 5	Germantown (Ph.) 50	1,000,000	J. & J.	July '72 3
" " pref. 50	752,700	— & —	50	Nesquehoning Valley* 50	1,000,000	J. & J.	Sept. '72 5	Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Cape Cod 60	915,571	J. & J.	Oct. '72 3	Newark and N. York* 100	977,400	J. & J.	Jan. '70 3	Grand St. and Newton 100	170,000	J. & J.	July '71 2
Cape May and Millville* 50	447,000	J. & D.	Dec. '72 3	N. Y. Cen. & Hudson R. 100	45,000,000	A. & O.	Oct. '72 4	Green & Coated St. (Ph.) 50	500,000	J. & J.	July '72 4
Catasauqua & Fogelsv. 50	426,900	Novemb.	Nov. '71 6	New York and Harlem 100	8,500,000	J. & J.	Jan. '73 4	Henton, Mantau & Farm. 50	2,050,000	J. & J.	July '71 2
Catawissa* 50	1,159,500	— & —	50	North and Harlem 100	5,000,000	M. & N.	Nov. '72 5	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
" " pref. 50	2,200,000	M. & N.	May '72 3	North Pennslyvania 50	3,150,150	M. & N.	January	Philadelphia City 50	750,000	J. & J.	July '71 3
Cayuga and Susq.* 50	689,110	J. & J.	July '72 4	North Pennslyvania 50	5,000,000	M. & N.	Nov. '72 5	Philadelphia and Darby 200	200,000	J. & J.	July '71 2
Cedar Rapids & Mo. R. 100	8,950,400	M. & N.	Nov. '72 1	North Pennslyvania 50	5,000,000	M. & N.	Nov. '72 5	Philadelphia and Darby 200	200,000	M. & N.	July '72 5
" " pref. 100	429,040	M. & N.	July '72 4	North Pennslyvania 50	5,000,000	M. & N.	Nov. '72 5	Philadelph. & Grey's Ferry 50	284,775	J. & J.	July '72 2
Chemung* 100	380,000	J. A. J. & O.	Dec. '72 3	North Carolina* 100	4,000,000	J. & J.	July '72 3	Pbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Cheshire, preferred 100	2,100,000	M. & N.	Oct. '72 14	North Eastern (N. C.) pref. 100	111,000	M. & N.	May '67 4	Middlesex (Boston) 100	400,000	J. & J.	July '72 4
Chicago and Alton 8,925,500	M. & S.	July '72 2	North Pennslyvania 50	3,150,150	M. & N.	January	Ninth Avenue (N. Y.) 100	197,520	— & —		
" " pref. 100	2,425,400	M. & S.	Sept. '72 5	North Pennslyvania 50	5,000,000	M. & N.	Nov. '72 5	Orange and Newark 100	282,555	— & —	
Chicago, Bur. & Quincy 100	20,000,000	M. & S.	Sept. '72 5	North Pennslyvania 50	5,000,000	M. & N.	Nov. '72 5	Philadelphia City 50	750,000	J. & J.	July '71 3
Chicago, Iowa & Nebras* 100	3,916,300	J. & J.	July '72 4	North Pennslyvania 50	5,000,000	M. & N.	Nov. '72 5	Philadelphia and Darby 200	200,000	J. & J.	July '71 2
Chicago & N. Western 100	14,720,950	J. & D.	Dec. '72 3	North Pennslyvania 50	5,000,000	M. & N.	Nov. '72 5	Philadelphia and Darby 200	200,000	M. & N.	July '72 5
" " pref. 100	20,415,013	J. & D.	July '72 2	North Pennslyvania 50	5,000,000	M. & N.	Nov. '72 5	Second Avenue (N. Y.) 100	888,100	J. A. J. O.	Oct. '72 2
Chicago, R. I. and Pacific 100	19,000,000	A. & O.	Oct. '72 4	North Pennslyvania 50	5,000,000	M. & N.	Nov. '72 5	Second & Third St. (Ph.) 50	962,100	J. & J.	July '72 5
Cin., Ham. & Dayton 50	3,500,000	A. & O.	Oct. '72 4	Ohio and Mississippi 100	19,995,847	— & —		17th & 19th Streets (Ph.) 50	500,000	J. & J.	July '71 2
Cin., Sand. and Clev.* 50	2,980,550	M. & N.	Oct. '72 4	Ohio and Mississippi 100	4,024,474	J. & D.	June '72 3	Sixth Avenue (N. Y.) 100	1,170,000	F. M. A. N.	Aug. '71 5
Clev., Col. Cin. & Ind. 100	13,914,000	F. & A.	Nov. '72 3	Oil Cr. & Allegheny B. 50	4,259,450	J. A. J. O.	July '72 4	Third Avenue (N. Y.) 100	1,000,000	J. & J.	July '71 4
Cleveland & Mahoning* 50	2,057,590	M. & N.	Aug. '72 3	Old Colony & Newport 100	4,959,020	J. & D.	Dec. '72 3	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '72 3
Cleveland & Pittsburg* 50	7,494,588	F.M.A.N.	May '72 3	Oswego and Syracuse* 100	482,400	F. & A.	Feb. '72 4	Somerville (Boston) 100	75,000	M. & N.	Nov. '72 3
Col., Chic. & Ind. Con.* 100	13,000,000	J. A. J. & O.	Aug. '72 2	Pacific Missouri 100	1,635,750	— & —		South Boston 100	400,000	J. A. J. O.	Oct. '72 2
Columbus and Xenia* 50	1,786,800	M. & S.	July '72 4	Panama 100	7,000,000	J. A. J. O.	Jan. '73 3	Union (Boston) 100	200,000	J. & J.	July '72 7
Columb. & Hocking Val. 100	848,964	F. & A.	Sept. '72 2	Paterson and Hudson* 100	3,061,800	J. & D.	Dec. '72 4	Union (Phila.) 100	400,000	J. & J.	Jan. '72 5
Concord 100	1,500,000	M. & N.	Nov. '72 5	Paterson and Ramapo* 100	500,000	J. & J.	Dec. '72 4	West Philadelphia 100	400,000	J. & J.	July '72 8
Concord and Porta.* 100	350,000	J. & J.	July '72 3	Pemb. & Hightstown* 50	342,150	J. & J.	July '72 2	CANALS.			
Conn. & Passav. R. Riv. 1. 0	2,084,200	F. & A.	July '72 3	Pennsylvania 50	39,500,000	M. & N.	Nov. '72 5	Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Connecticut River 50	1,700,000	J. & J.	Aug. '72 3	Pearia & Bureau Val.* 100	1,200,000	F. & A.	Aug. '72 4	Chesapeake and Ohio 26	8,229,594	— & —	
Cooperstown and Susq.* 100	307,383	— & —	50	Philadelph. and Reading 100	6,004,300	J. & J.	Dec. '72 3	Delaware Division 50	1,633,350	F. & A.	Aug. '72 5
Cumberland Valley 100	1,325,000	A. & O.	Oct. '72 4	Phil., Ger. & Norristown* 50	1,628,250	M. J. S. D.	Dec. '72 3	Delaware and Hudson 100	15,000,000	F. & A.	Aug. '72 2
Danbury and Newrwl 50	400,000	M. J. S. D.	Dec. '71 4	Philadelphia and Reading 100	30,401,600	J. & J.	Dec. '72 3	Delaware and Raritan* 100	6,847,400	J. A. J. O.	Jan. '73 2
Delaware* 100	1,230,941	J. & J.	July '72 3	Phil., and Trenton* 100	1,250,100	J. & J.	Oct. '72 4	Erie of Pennsylvania 50	64,000	— & —	
Del., Lackaw. & Westin. 100	18,508,550	J. A. J. O.	Oct. '72 0	Pitts., Wil., & Balt.* 100	9,562,550	J. & J.	July '72 4	Lehigh Coal & Navigat. 50	8,739,300	M. & N.	May '67 3
Detroit & Milwaukee* 100	452,350	— & —	50	" " " 100	1,714,285	J. A. J. O.	Oct. '72 1	Monongahela Navigat. 50	1,003,500	J. & J.	July '71 5
" " pref. 100	2,095,000	J. & J.	Dec. '67 7	" " " 100	2,000,000	J. A. J. O.	Jan. '73 4	Morris (consolidated) 100	1,025,000	F. & A.	Aug. '72 2
Eric Railway 100	78,000,000	J. & J.	Feb. '66 4	" " " 100	4,000,000	J. & J.	Jan. '73 3	Pennsylvania 50	4,337,950	— & —	
" " pref. 100	8,536,910	F. & A.	July '72 3	Pennsylvania 50	3,000,000	A. & O.	Aug. '72 4	Schuy. Nav. (common) 50	1,903,207	F. & A.	Feb' 72 25c
Erie and Pittsburg* 50	1,090,250	M. J. S. D.	Dec. '72 1	Pennsylvania 50	1,000,000	A. & O.	Aug. '72 4	" " (pref.) 50	2,882,977	F. & A.	Feb' 72 50c
Fitchburg 100	3,540,000	J. & J.	Aug. '72 5	Pennsylvania 50	1,000,000	J. & J.	July '72 5	Susq. and Tide Water 50	2,002,746	— & —	
Georgia 100	4,156,000	J. & J.	Jan. '73 4	Pennsylvania 50	1,000,000	J. & J.	July '72 5	Union 50	2,907,860	— & —	
Grand River Val. Guar. 100	1,000,000	J. & J.	July '72 4	Pennsylvania 50	1,000,000	J. & J.	May '68 7	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '68 -
Grand Trunk, (Ca.) 100	14,367,946	— & —	50	Pennsylvania 50	1,000,000	J. & J.	Nov. '72 2	MISCELLANEOUS.			
Great Western, (Ca.) 100	12,237,494	A. & O.	Oct. '72 3	Pennsylvania 50	1,000,000	J. & J.	July '72 3				

NATIONAL AND STATE SECURITIES.

	Interest.	Amounts outstanding.	Rate.	Payable.	When PAY-ABLE.	Market Price.		Interest.	Amounts outstanding.	Rate.	Payable.	Market Price.	
								Interest.	Amounts outstanding.	Rate.	Payable.	Market Price.	
National Securities Dec. 1, 1872.								Massachusetts—(\$30,712,882):					
Loan of June 14, 1858.....	registered	\$6,045,000	5	Jan. & July.	1874	100 $\frac{1}{4}$		State (public works) scrip, '72.	706,000	5	Various.	72-80	
..	coupon	13,955,000	5	"	1874	110		State (public works) scrip.	364,000	6	June & Dec.	72-77	
Loan of February 8, 1861.....	registered	13,741,000	6	Jan. & July.	1880	114 $\frac{1}{2}$		Union Fund Loan, 1861.	2,800,000	6	Jan. & July.	72-76	
..	coupon	4,674,000	6	"	1880	117 $\frac{1}{2}$		Union Fund Loan, 1862.	600,000	5	"	77-78	
Oregon War Bonds of March 2, 1861.....	coupon	945,000	6	Jan. & July.	1881	109 $\frac{1}{2}$		Coast Defense Loan, 1863.	888,000	5	"	1883	
Loan of July 17, and Aug. 5, 1861.....	registered	125,433,000	6	"	1881	114 $\frac{1}{2}$		Bounty Loan, 1864.	4,379,500	5	May & Nov.	1894	
..	coupon	63,888,250	6	"	1881	117 $\frac{1}{2}$		Bounty Loan, 1864, £826,600 stg.	4,000,744	5	"	1894	
Loan of Feb. 25, 1862 (5-20s).....	registered	32,183,200	5	May & Nov.	1882	112 $\frac{1}{2}$		War Loan (5-20) cur. 1866.	2,551,500	6	Mar. & Sept.	1886	
..	coupon	235,784,150	5	"	1882	112 $\frac{1}{2}$		R. R. & Hoosac T. bonds, £1,445,700 stg.	7,175,451	5	April & Oct.	88-93	
Loan of March 3, 1863.....	registered	35,459,850	5	Jan. & July.	1881	114 $\frac{1}{2}$		R. R. & Hoosac Tunnel bonds, dollar.	1,166,500	5	"	90-93	
..	coupon	21,540,150	5	"	1881	117 $\frac{1}{2}$		Loan (B. H. & Erie R. R.) £743,600 stg	3,569,024	5	Jan. & July.	1900	
Loan of March 3, 1864 (5-20s).....	registered	2,298,000	5	May & Nov.	1884	112 $\frac{1}{2}$		Michigan—(\$2,332,293):					
Loan of June 30, 1864 (5-20s).....	registered	33,086,450	5	"	1884	112 $\frac{1}{2}$		Canal Bonds, 1859.	81,000	6	Jan. & July.	1879	
..	coupon	36,227,650	6	"	1884	121 $\frac{1}{2}$		\$2,000,000 Loan Bonds, 1863.	445,000	6	"	1873	
Loan of March 3, 1865 (5-20s).....	registered	36,709,650	6	May & Nov.	1885	112 $\frac{1}{2}$		\$2,000,000 Loan Bonds, 1863.	431,000	6	"	1878	
..	coupon	119,802,900	6	"	1885	113 $\frac{1}{2}$		Renewal Bonds, 1868.	718,000	6	"	1883	
..	2d series (5-20s).....	registered	58,618,750	6	Jan. & July.	1885	112 $\frac{1}{2}$		Bounty (War) Bonds, 1865.	463,000	7	May & Nov.	1890
..	coupon	151,601,950	6	"	1885	115 $\frac{1}{2}$		100,000	6	Jan. & July.	1878		
..	3d series (5-20s).....	registered	90,926,650	6	Jan. & July.	1887	114 $\frac{1}{2}$		Sioux War Bonds, 1862.	100,000	7	May & Nov.	1872
..	coupon	23,505,400	6	"	1887	116 $\frac{1}{2}$		State Building Bonds, 1867-68 and '69.	250,000	7	Jan. & July.	77-79	
..	4th series (5-20s).....	registered	13,877,000	6	Jan. & July.	1888	116 $\frac{1}{2}$		Railroad Bonds (suspended) 1858.	2,275,000	..	June & Dec.	1883
Loan of March 3, 1864 (10-40s).....	registered	13,496,150	5	Mar. & Sept.	1904	109 $\frac{1}{2}$		Missouri—(\$17,689,000):					
..	coupon	55,071,150	5	"	1904	109 $\frac{1}{2}$		State Bonds, proper, 1865-'88.	439,000	6	Jan. & July.	82-90	
Consols of July 14, '70 & Jan. 20, '71.....	registered	127,737,800	5	F. M. A. & N.	1881	111 $\frac{1}{2}$		Railroad Loans Bonds, 1854-'66.	1,589,000	6	"	87-91	
..	coupon	72,262,200	5	"	1881	113 $\frac{1}{2}$		S. W. Br. of Pacific R. R. bonds, guar.	14,496,000	7	"	94-99	
Consols ..	registered	.....	4	F. M. A. & N.	1886	114 $\frac{1}{2}$		State Bonds, funding, 1867-'88.	2,727,000	6	"	76-91
Consools ..	registered	.....	4	"	1901	109 $\frac{1}{2}$		Nevada—(\$660,000):				
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.)	4,030,000	3	Dem.					State Bonds, for floating debt.	660,000	10	Mar. & Sept.	'72-'87	
Navy Pension Fund of July 23, 1868.....	(cur.)	14,000,000	3	Dem.				New Hampshire—(\$2,405,400):					
Certificates of Indebtedness 1870.....	(cur.)	678,000	4	Irred.				War Loan Bonds, July 1, 1861.	812,000	6	Jan. & July.	71-78	
Pacific R. R. Bonds.....	(currency)	64,623,512	6	War Loan Bonds, July 1, 1864.	600,000	6	Mar. & Sept.	84-85					
U. S. Notes and Fractional Currency.....	401,852,333	nl	6	War Loan Bonds, Oct. 1, 1864.	750,000	6	April & Oct.	72-74					
State Securities, latest dates.				Jan. & July.	195-99	112 $\frac{1}{2}$		New Jersey—(\$2,896,200):					
Alabama—(\$15,421,000):								War Loan Bonds, 1861, tax free.	1,200,000	6	Jan. & July.	73-74	
.. Bonds (old and extended), 1866 and '72.	2,582,800	5	May & Nov.	1867-92	85 $\frac{1}{2}$			War Loan Bonds, 1863, tax free.	1,002,000	6	"	86-96	
.. Bonds (new), 1866, '68 and '72.	2,386,000	8	Jan. & July.	1867-92	85			War Loan Bonds, 1864, tax free.	584,400	6	"	97-02	
.. Railroad Aid Bonds, 1870 and '71.	2,620,000	8	"	1867-91	80			New York—(\$38,121,600):					
.. Railroad Bonds endorsed, 1870 and '71.	13,000,000	8	"	1867-91	80			General Fund Stock.	900,000	5	J. A. J. & O.	1875	
Arkansas—(\$4,900,000):								General Fund Stock.	800,000	6	"	1878	
.. Funded Bonds, 1869 and '70.	2,850,000	6	Jan. & July.	1899-00	45			General Fund Stock.	318,107	5	"	please	
.. Levee Bonds, 1871.	2,185,000	7	"	1901	45			Canal Stock.	1,189,780	6	"	please	
.. Deficiency Bonds, 1872.	300,000	7	"	1882	45			Canal Stock.	1,106,420	5	"	1874	
.. Railroad Aid Bonds, 1869 '70 and '71.	5,465,000	7	April & Oct.	1899-91	45			Canal Stock.	7,408,000	6	"	72-73	
California—(\$3,31,500):								Canal Stock.	2,572,000	6	"	74-75	
.. Civil Bonds 1857 and '60.	2,108,000	7	Jan. & July.	1877-80	45			Canal Stock.	880,000	6	"	1877	
.. Bounty and Relief Bonds, 1863 and '64.	954,500	7	"	1883-85	45			Bounty Loan Bonds, 1867, registered.	20,875,000	7	Jan. & July.	1877	
.. State Capital Bonds, 1871.	250,000	7	"	1891	45			Bounty Loan Bonds, 1867, coupon.	1,372,000	..		100	
Connecticut—(\$5,767,800):								North Carolina—(\$29,900,045):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	93 $\frac{1}{2}$			State (old) Bonds 1848 to 1860.	4,738,000	6	Jan. & July.	72-92	
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	"	1883-84	93 $\frac{1}{2}$			State (old) Bonds 1848 to 1860.	3,639,000	6	April & Oct.	72-92	
.. War Loan, Oct. 1, 1864 (10-30s).....	935,300	6	April & Oct.	1874	93 $\frac{1}{2}$			State (new) Bonds, 1867 to 1870.	3,009,045	6	Jan. & July.	92-98	
.. War Loan, Oct. 1, 1865 (20s) tax free.	1,741,100	6	"	1885	93 $\frac{1}{2}$			State (new) Bonds, 1867 to 1870.	1,859,000	6	April & Oct.	92-98	
Florida—(\$3,728,865):								Funding (Debt) Bonds, 1866.	2,417,400	6	Jan. & July.	1900	
.. Convention Bonds 1868.	30,000	8	April & Oct.	1888	..			Funding (Interest) Bonds 1868.	1,821,400	6	April & Oct.	1878	
.. Bonds, 1868-'69.	191,000	6	Various.	198-99	..			Special Tax Bonds.	11,407,000	6	"	98-99	
.. Bonds, 1871.	210,000	7	Various.	1901	..			Ohio—(\$9,022,721):					
.. Loan to Jack, Pensa, & Mob. R. R., 1870	4,000,000	8	Jan. & July.	1900	..			Loan of 1860 Bonds, skg f'd.	882,894	6	Jan. & July.	1870	
Georgia—(\$10,494,500):								Loan of 1850 Bonds, skg f'd.	1,600,000	6	"	1876	
.. Bonds for W. & At'l. R. 1842, '43, '44 & '45	866,000	6	Various.	1872-74	88			Loan of 1860 Bonds, skg f'd.	1,495,300	6	"	1881	
.. Bonds for W. & At'l. R. 1842 and 1845.	275,500	6	Feb. & Aug.	1878-81	..			Loan of 1860 Bonds, skg f'd.	2,400,000	6	"	1886	
.. Bonds for At'l. & Gulf R. R., '58-'59, '60 & '61	600,000	6	"	1881-88	..			Bounty and Relief Bonds of 1864.	90,527	7	Jan. & July.	74-84	
.. Bonds for At'l. and Gulf R. R., 1866.	200,000	6	Jan. & July.	1886	..			Williamette Canal & Lock Bonds of 1870.	200,000	7	"	1890	
.. Bonds of Act of March 12, 1866.	3,900,000	7	Various.	1890	..			Loan of Feb. 1867 (6-10s).	92,850	5	Feb. & Aug.	72-77	
.. Bonds of Acts of Sept. and Oct. 1870.	4,880,000	7	Various.	1890	..			Loan of Feb. 1867 (5-10s).	3,785,650	6	"	72-77	
.. Railroad endorsements, to July 1872.	12,000,000	7	Various.	1890	..			Loan of Feb. 1867 (5-10s).	90,400	5	"	77-82	
Illinois—(\$3,133,634):								Loan of Feb. 1867 (10-15s).	7,890,550	6	"	77-82	
.. Interest Bonds, inscribed stock, 1847.	971,834	6	Jan. & July.	1873	..			Loan of Feb. 1867 (15-25s).	72,9350	5	"	82-92	
.. Refunded Stock Bonds, 1859.	348,000	6	"	1873	..			Loan of Feb. 1867 (15-25s).	9,271,850	6	"	82-92	
.. Thornton Loan Bonds, 1861.	102,000	6	"	1880	..			Inclined Plane Loan, of April 1849.	400,000	6	April & Oct.	1879	
.. War Loan Bonds, 1861.	417,000	6	"	1880	..			State Stocks (old).	1,997,050	6	Feb. & Aug.	1871	
.. Chicago Relief Bonds, 1871.	250,000	6	May & Nov.	1881	..			(old).	5,000	5	"	77-78	
Kansas—(\$1,336,075):								.....	44	Jan. & July.	1882	
.. State Bonds (various) 1863 to 1864.	110,075	6	Jan. & July.	1883-84	..			Rhode Island—(\$2,770,000):					
.. State Bonds (various) 1861 to 1869.	1,226,000	7	"	176-89	..			War Bonds of Aug. 1862.	1,049,000	6	Mar. & Sept.	1882	
.. State Bonds 1833 and '43.	160,000	5	Mar. & Sept.	1873	..			.. of Jan. 1863.	200,000	6	April & Oct.	1883
.. State Bonds, 1840 to 1851.	683,000	6	April & Oct.	171-72	..			.. of June 1863.	602,000	6	Jan. & July.	1893
.. Military Bonds, 1864 (15 or 30 yrs).	309,000	6	Various.	179-94	..			.. of May 1864.	829,000	6	Feb. & Aug.	1894
Louisiana—(\$21,234,800):								South Carolina—(\$15,857,327):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	1883-98	53			State House, Stock and Bonds '53-'66.	1,233,188	6	Jan. & July.	71-90	
.. Deficiency (Treasury) Bonds 1853.	750,000	6	Jan. & July.	1893	..			Funding Stocks & Bonds '66-'68.	1,750,000	6	April & Oct.	1888	
.. Funded coupons (new) 1866-'68.	997,000	6	"	1890	..			..	2,262,714	6	Jan. & July.	87-97
.. Levee Bonds 1867.	4,000,000	6	May & Nov.	1907	..			..	899,000	7	"	1888
.. .. 1868.	1,000,000	8	Various.	1886	..			..	970,000	6	"	74-78
.. .. 1870.	3,000,000	8	Mar. & Sept.	1875	..			..	7,371,700	6	"	1888
.. Funded Floating Debt 1870.	3,000,000	8	May & Nov.	1910	..			..	500,000	6	April & Oct.	1899
.. Penitentiary Bonds, 1869.	500,000	7	Mar. & Sept.	1899	..			Tennessee—(\$30,952,156):					
.. State Bds (N.O., Mob. & Chat. R. R.) '70, '71	3,250,000	8	Jan. & July.	10-11	..			Railroad Loan Bonds.	31,300,417	6	Jan. & July.	long	
.. Redemption (certificates) Bonds 1866.	250,000	6	"	1890	..			State Bonds (direct).	4,819,544	6	April & Oct.	"	
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7	Mar. & Sept.	1889	..			..	2,197,000	6	Jan. & July.	"
.. Int. (N. La. & Tex. R. R.) Bonds 1869.	546,000	8	April & Oct.	1898	..			..	9,000,000	6	Feb. & Aug.	"
Maine—(\$7,227,900):								..	..	..
.. Civil Loans Bonds, 1856-'61.	271,000	6	Various.	173-78	..			Tennessee—(\$30,952,156):					
.. War and Bounty Bonds, 1863 and '64.	5,832,600	6	"	1883-89	99 $\frac{1}{2}$			Railroad Loan Bonds.	31,300,417	6	Jan. & July.	long	
.. Municipal Equalization Bonds.	5,084,400	6	April & Oct.	1889									

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Adirondack:												
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	Brunswick and Albany:				
Alabama Central:							1st Mort. (gold) end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.	
1st Mortgage.....	1,900,000	8	Jan. & July.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7	" " "	" "
Alabama and Chattanooga:							Buffalo, Bradford and Pittsburg:					
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....	General Mortgage.....	580,000	7	Jan. & July.	New York.
2d Mortgage.....	9,000pm	8	" "	"	1889	....	Buffalo, Corry and Pittsburg:	700,000	7	March & Sept.	New York.
Alabama and Georgia:							Buffalo, New York and Erie:	2,000,000	7	June & Dec.	New York.	
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	2d Mortgage sinking fund.....	380,000	7	May & Nov.	" "
Albany and Susquehanna:							Buffalo, New York & Phila.:	1st Mortgage.....	3,000,000	8	Jan. & July.	New York.
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	96	Burlington, Cedar Rapids & Minn.:	20,000pm	7	May & Nov.	N. Y. & Lond.	
2d Mortgage.....	2,000,000	7	April & Oct.	"	1886	96	Burlington and Missouri River:	Land and R. R. Mortgage.....	5,055,350	7	April & Oct.	Boston.
3d Mortgage.....	399,000	7	May & Nov.	"	1881	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "
Albany Loan	1,000,000	6	" "	Albany.	1895	....	Stock Bonds pref. 3d lien.....	1,200,000	8	" "	1878
Alexandria and Fredericksburg:							Stock (common) Bonds.....	980,000	8	April & Oct.	" "	
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1890	....	Stock (common) Bonds.....	895,500	8	Jan. & July.	" "
Allegheny Valley:							Stock (common) Bonds.....	1,377,840	8	" "	1889	
General Mortgage.....	4,000,000	7.3	March & Sept.	New York.	1896	94	Burlington and Southwestern:					
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	.....	1st Mortgage convertible.....	5,557,971	8	Jan. & July.	Boston.
Androscoggin:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	
1st Mortgage (Bath Loan)....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Cairo and Fulton (Arkansas):	8,000,000	7*	Jan. & July.	New York.
Arkansas Central (narrow gauge):							1st Mort. (R. R. & lands) S. F. gold.....	2,250,000	7	April & Oct.	New York.	
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	70	Cairo and St. Louis (3 ft. gauge):	1st Mortgage.....	1,891	100	1901	
Atchison and Nebraska:							1st Mortgage.....	3,500,000	7*	April & Oct.	New York.	
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	Cairo and Vincennes:	1st Mortgage, gold.....	3,500,000	7	Jan. & July.	Canden.
Atchison, Topeka and Santa Fe:							1st Mortgage and Atlantic:	1st Mortgage of 1853.....	490,000	7	Jan. & July.	" "
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87	2d Mortgage of 1854.....	500,000	7	April & Oct.	Canden.	
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	"	1902	Camden and Burlington County:	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.
Atlanta and Richmond Air Line:							Canada, Michigan and Chicago:	1st Mort. (skg fd) for \$2,750,000.....	7	" "
1st Mortgage (guar. by Ga.)....	16,000pm	8	Jan. & July.	New York.	1900	Canada Southern:	1st Mort. (skg fd) for \$9,000,000.....	7*	Jan. & July.	New York.
Atlantic and Great Western:							Carthage & Burlington (C. B. & Q.):	1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	Catawissa:	1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	"	1902	....	1st Mortgage (new).....	1,300,000	7	" "	1882
3d Mortgage (gold) (Incom)....	29,000,000	7*	May & Nov.	"	1902	....	Chatel Mortgage.....	208,850	10	" "	1900
Atlantic and Gulf:							Cazenovia and Canastota:	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	" "
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	Cedar Falls and Minnesota (H. C.):	1st Mort. (C. F. to Waverly).....	294,000	7	April & Oct.	New York.
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	"	var.	....	1st Mort. (W. to Minn. Line).....	1,377,000	7	Jan. & July.	" "
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	"	1888		Cedar Rapids & Mo. Riv. (C & N W.):	1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	"	1889	....	1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	" "	1891
Atlanta and Lake Erie:							1st Mortgage 3d Div. \$16,000 p. m.	2,532,000	7	May & Nov.	" "	
1st Mort. (gold) for \$5,000,000.....	7*	Jan. & July.	New York.	1901	Central Branch Union Pacific:	1st Mort. (Aitch. & Pike's Peak).....	1,600,000	6*	May & Nov.	New York.
Atlantic, Miss. and Ohio (428 m.):							2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	
1st Mortgage for \$15,000,000.....	7	Jan. & July.	New York.	1901	Central of Georgia:	1st Mortgage.....	789,000	7	March & Sept.	New York.
Atlantic and North Carolina:							Central of Iowa:	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	2d Mortgage, gold, \$4,000 p. m.	812,000	7*	April & Oct.	" "
Atlantic and Pacific:							Central of New Jersey:	2d (now 1st) Mortgage (balance).....	170,000	7	May & Nov.	New York.
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	New Mortgage for \$5,000,000.....	4,824,000	7	Feb. & Aug.	" "
1st Mort. (So. Pac. R. R.) gold bds	7,250,000	6*	" "	"	1888	....	Loan of Lehigh & Nav. Co. (as'd).....	2,310,000	6	J. A. & J. O.	Philadelphia.
Atlantic and St. Lawrence:							Central Ohio (B. & O.):	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.
1st Mortgage (sterling) of 1853.....	484,000	6*	May & Nov.	London.	1878	Central Pacific of California:	1st Mortgage, 30 years bonds, gold.....	25,885,000	6*	Jan. & July.	New York.
2d Mortgage (sterling) of 1864.....	1,499,968	6*	April & Oct.	"	1884	....	Convertible 20 years bonds, gold.....	1,500,000	7*	" "	1883
3d Mortgage (sterling) of 1871.....	712,932	6*	May & Nov.	"	1891	....	State Aid Bds (Int. by State) gold.....	1,500,000	7*	" "	110
1st Mortgage, Portland Loan.....	787,000	6	" "	N. Y. & Bost'n.	1871	....	1st Mort. (Western Pacific) gold.....	2,735,000	6*	" "	1899
Bald Eagle Valley:							1st Mort. (Calif. & Oregon) gold.....	6,000,000	6*	" "	89-91	
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mort. (S. Fr., Oldk. & Ala.) gold.....	1,500,000	5*	" "	San Francisco.
2d Mortgage.....	100,000	7	" "	"	1884	....	1st Mort. (San Joaquin V. D.) gold.....	6,030,000	6*	April & Oct.	New York.
Baltimore and Ohio:							Land bonds (Cen. Pac. Co.) gold.....	9,153,000	6*	" "	1900	
Loan of 1855-'75.....	866,250	6	Jan. & July.	Baltimore.	1875	98	Charleston and Savannah:	1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Baltimore.
Loan of 1855-'80.....	579,500	6	" "	"	1880	96	Funded Interest on 1st Mort.	157,400	7	" "	1889	
Loan of 1853-'56.....	1,710,500	6	April & Oct.	"	1886	94	Charlotte, Columbia & Augusta:	1st Mortgage.....	2,100,000	7	Jan. & July.	New York.
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	92	Chartiers:	1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	Cheraw and Darlington:	1st Mort. dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.
2d Mort. (N. W. Va. R. R.) assumed.....	485,500	6	Jan. & July.	Baltimore.	1873	....	2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "
3d Mort. (N. W. Va. R. R.) assumed.....	140,000	6	" "	"	1887	....	Cheraw and Salisbury:	1st Mortgage for \$250,000.....	8	Jan. & July.	Charleston.
Baltimore and Potomac:							Cherokee:	1st Mortgage for \$12,500 p. m.	196,000	6	Jan. & July.	" "
1st Mort. (Funnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	1st Mort. guar. by Ga. \$12,500 p. m.	191,000	6	June & Dec.	Atlanta.
1st Mortgage (R. R.) gold guar.....	3,500,000	6*	April & Oct.	"	1911	Cherry Valley, Sharon & Albany:	1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.
Baugor and Piscataquis:							Chesapeake and Ohio:	1st M. (gold) skg fd for \$15,000,000.....	10,000,000	6*	May & Nov.	New York.
1st Mortgage (Bangor loan)....	600,000	6	April & Oct.	Bangor.	1890	....	1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "
1st Mort. (Bangor loan) extens'n.....	122,000	7	" "	"	1901	....	2d Mort. (" ") coupon.....	196,000	6	" "	1880
Bay City and East Saginaw:							3d Mort. (" ") coupon.....	191,000	6	" "	1872	
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Income (" ") coupon.....	300,000	8	" "	1884
Bedford and Bridgeport:							Funded Interest, coupon.....	160,500	8	" "	1876	
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	Chester:	Coupon bonds (no Mort.).....	809,400	6	Jan. & July.	Boston.
Belfast and Moosehead Lake:							1st Mortgage, guar. by P. W. & B.	186,000	6	Jan. & July.	" "	
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	Chester Creek:	1st Mortgage, guar. by P. W. & B.	186,000	6	Jan. & July.	Philadelphia.
Belleville and Southern Illinois:							1st Mort. (" ")	1877	....		
1st Mort., guar. by t. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....			....
Beloit and Madison (C. & N. W.):												
1st Mortgage.....	338,000	7	Jan. & July.	New York.	1888	....					
Belvidere Delaware:												
1st Mortgage (guar. by C. & C.	1,000,000	6	June & Dec.	New York.	1877	92						
2d Mortgage { A. Co. and	498,500	6	March & Sept.	Princeton.	1885	82						
3d Mortgage { Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	82						
Blue Ridge, (S. Car.):												
1st Mortgage guar. by State. gold.....	4,000,000	7*	Jan. & July.	Charleston.	1898	....					
Boston and Albany:												
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	105						
Boston, Clinton and Fitchburg:												
1st Mortgage (Agricultural Br.)....	400,000	6	Jan. & July.	Boston.	1884	....					
1st Mortgage (Equalization)....	248,000	7	" "	"	1889	90						
1st Mortgage (consolidated)....	163,000	7	" "	"	1890	90						
Equipment Mortgage.....	100,000	8	April & Oct.	"	1881	95						
Boston, Concord and Montreal:												
Sinking Fund (consolidated)....	624,000	6	Jan. & July.	Boston.	1889	....					
1st Mortgage (71 m.).....	76,000	6	Feb. & Aug.	New York.	1886	....					
1st Mortgage (22 m.) convertible.....	150,000	6	Jan. & July.	Boston.	1870	....					
1st Mortgage (22 1/2 m.).....	200,000	7	" "	New York.	1870	....					

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	4,000,000	7	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:	660,000	7*	May & Nov.	New York.	1901	....	2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	77-87	....
1st Mortgage.....							Cinc., Richmond & Fort Wayne:	1,800,000	7*	June & Dec.	New York.	1921	....
Chester Valley:	500,000	7	May & Nov.	Philadelphia.	1872	....	1st Mortgage gold, guar.....						
1st Mortgage (in default).....	500,000	7	May & Nov.	New York.	1877	100	Cincinnati, Sandusky and Clev.:	1,067,421	7	June & Dec.	New York.	1890	83
Chester and Alto:	256,000	7	May & Nov.	"	1893	104	1st Mortgage (C. S. & C.):	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mortgage, pref. sinking fund.	2,400,000	7	Jan. & July.	"	1883	94	1st Mort. (San. Day. & Cin.) S.F.	350,000	7	March & Sept.	"	1877	....
1st Mortgage.....	1,100,000	7	April & Oct.	"	1883	94	Cincinnati and Springfield:						
2d Mortgage Income.....	564,000	7	"	"	1894	....	1st Mortgage for \$2,000,000(guar)		7	April & Oct.	New York.	1901	....
1st Mort. (St.L.J. & C.) assumed	188,000	7	Jan. & July.	"	1898	....	Cincinnati and Terre Haute:						
2d Mort. (") " "							1st Mort. (Ind.Dir.) for \$6,000,000		7	— & —	New York.	1901	....
Chicago, Burlington and Quincy:	2,825,000	8	Jan. & July.	New York.	1883	112	Cincinnati, Wabash and Mich.:						
Trust Mortgage skg fund.....	150,000	8	"	"	1883	....	1st Mortgage for \$16,000 p. m.:	2,064,000	7	May & Nov.	New York.	1899	100
Trust Mortgage, skg fund conv.	400,000	7	April & Oct.	"	1890	99	Clev., Col., Cin. & Indianapolis:	322,000	7	June & Dec.	"	71-84	....
2d Mort. (Northern Cross) gold.	941,000	4	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	616,000	7	Jan. & July.	"	70-96	....
Loan of 1872.....							1st Mort. (C., C. and C. R. R.):						
1st Mort. (Am. Cen. R.R.) guar.....	738,000	8	Jan. & July.	"	1878	....	1st Mort. (Bell. and Ind. R.R.):						
1st Mort. (Peo. & Han.) guar.....	600,000	8	"	"	1878	....	Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mort. (Keok. & St. Paul) guar.....	1,000,000	8	April & Oct.	"	1879	....	1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Dix, Peo. & Han.) guar.....	800,000	8	Jan. & July.	"	1889	95	3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	"	1876	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	"	1879	....	1st Mort. (Branch) 1883	71,000	7	Jan & July.	"	1878	....
1st Mort. (Quincy & War.) guar.....	800,000	8	Jan. & July.	"	1890	100	Clev., Mt. Vernon and Delaware:	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (O., O. & Fox Rv.) guar.....	1,260,000	8	"	"	1900	100	1st Mortgage gold.....						
1st Mort. (Ill. Gr. Trunk) guar.....	960,000	8	April & Oct.	"	1890	101	Cleveland and Pittsburg (Pa. Co.):	700,500	7	March & Sept.	New York.	1873	....
Chicago, Cincinnati and Louisv.:	1,000,000	7	Jan. & July.	New York.	1887	....	2d (now 1st) Mortgage guar.....	1,356,000	7	May & Nov.	"	1875	98
Chicago, Clinton & Dubuque:							3d (now 2d) Mortgage guar.....	1,096,000	6	Jan. & July.	"	1892	26
1st Mort. guar. C., B. & Q.:	1,300,000	8	Jan. & July.	Boston.	1890	90	Consol. sinking fund guar.....	528,000	7	May & Nov.	"	1900	94
Chicago, Danville and Vincennes:							Colebrookdale:	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ill. Div) gold.....	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.:						
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	"	"	1912	90	Colorado Central (3 ft. gauge):	225,000	8	June & Dec.	Boston.	1890	....
Chicago, Dubuque & Minnesota:	4,100,000	8	June & Dec.	Boston.	1890	90	1st Mortgage.....	15,344,750	7	April & Oct.	New York.	1908	88
1st Mortgage guar. \$25,000 p. m.:							Columbus, Chicago & Ind. Cent.:	3,679,900	7	Feb. & Aug.	"	1909	73
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund.....	1,000,000	7	March & Sept.	New York.	1901	....
1st Mortgage for \$19,000 p. m.:							2d Mortgage Consol. skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
Chicago and Iowa:	1,750,000	8	Jan. & July.	New York.	1900	95	Columbus and Hocking Valley:	1,500,000	7	June & Dec.	Boston.	1876	64
1st Mortgage for \$2,200,000.							1st Mortgage (skf fund.....)	300,000	7	Jan. & July.	"	1880	100
Chicago, Iowa and Nebraska:							General Mortgage.....	1,000,000	7	April & Oct.	"	1891	....
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	....	Columbus and Xenia:	302,000	6	March & Sept.	New York.	1860	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage, guar. by Pa. Co.						
Chicago and Northwestern:							Connecticut and Passumpsic Riv.:	448,100	6	June & Dec.	Boston.	1876	64
Preferred sinking fund (183 m.):	1,245,500	7	Feb. & Aug.	New York.	1885	100	1st Mortgage sinking fund.....	594,000	7	"	"	1876	100
Funded coupons (198 m.):	755,000	7	May & Nov.	"	1885	97	Notes payable, conv. at par.....	400,000	6*	Jan. & July.	"	1889	....
General 1st Mortgage (193 m.):	3,588,000	7	Feb. & Aug.	"	1885	98	1st Mort. (Massawippi) guar. gold.....	260,000	6	March & Sept.	Boston.	1878	....
Appleton Ext. (23 m. & 76,000 ac.):	182,000	7	"	"	1885	....	Connecticut River:	1,000,000	7	April & Oct.	New York.	1901	....
Green Bay Ext. (26 m & 76,000 a.):	300,000	7	"	"	1885	....	1st Mortgage skg fund.....	1,000,000	7	March & Sept.	New York.	1897	....
Equipmt (Engs. & Cars \$40,000,000):	101,000	7	April & Oct.	"	1874	....	1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1897	....
1st Mort. (Gal. & Chic. 248 m.):	1,785,000	7	Feb. & Aug.	"	1882	102	1st Mortgage skf fund.....	300,000	7	Jan. & July.	"	1880	....
2d Mort. (Gal. & Chic. 248 m.):	948,000	7	May & Nov.	"	1875	94	1st Mortgage (Branch):	300,000	7	April & Oct.	"	1880	....
Miss. Riv. Bridge (") :	200,000	7	Jan. & July.	"	1884	....	General Mortgage.....	1,000,000	7	Jan. & July.	"	1891	....
Elgin & State Line (") :	135,000	7	"	"	1878	....	Columbus and Xenia:	302,000	6	March & Sept.	New York.	1860	....
1st Mort. (Peninsula 79m. & land):	767,000	7	March & Sept.	"	1898	....	1st Mortgage, guar. by Pa. Co.						
Consol. skg fund (C. & N.W.R.Y.):	2,50,000	7	F. M. A. & N.	"	1915	92	Connecticut and Passumpsic Riv.:	448,100	6	June & Dec.	Boston.	1876	64
Equipmt (Eng & Cars \$2,750,000):	275,000	10	May & Nov.	"	1871	....	1st Mortgage sinking fund.....	594,000	7	"	"	1876	100
1st Mort. (Madison Ext.) gold.....	3,150,000	7	"	"	1911	....	Notes payable, conv. at par.....	400,000	6*	Jan. & July.	"	1889	....
1st Mort. (Menominee Ext.) gold.....	2,700,000	7*	June & Dec.	"	1911	....	1st Mort. (Massawippi) guar. gold.....	260,000	6	March & Sept.	Boston.	1878	....
1st Mort. (Chi. & Mil.R.R.) guar.....	397,000	7	May & Nov.	"	1874	....	Connecticut Valley:	1,000,000	7	Jan. & July.	New York.	1901	....
2d Mort. (Mil. & Chi.R.R.) guar.....	182,000	7	Feb. & Aug.	"	1874	....	1st Mortgage.....	1,000,000	7	Jan. & July.	"	1891	....
3d Mort. (" " ") guar.....	10,500	7	June & Dec.	"	1898	....	Connecticut Western:	2,008,500	7	Jan. & July.	Hartford.	1890	....
1st Mort. (Chic. & Mil.R.W.R.) guar.....	1,135,000	7	Jan. & July.	"	1898	93	1st Mortgage (Philadelphia):	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	87
1st Mort. (Bel. & Mil.R.R.) guar.....	333,000	7	"	"	1888	....	1st Mort. (ABCD & E) \$200,000 each						
Chicago & Northern Pac. Air-L.:							Cooperstown and Susq. Valley:	100,000	7	March & Sept.	New York.	1889	....
1st Mort. (skf'd gold \$25,000,000):							1st Mortgage.....	100,000	7	Jan. & July.	"	1892	....
Chicago & Mich. Lake Shore:							Conowanee Valley:	100,000	7*	Jan. & July.	New York.	1902	....
1st Mort. of Sept. 1, '69, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	80	1st Mortgage, gold.....	100,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Nov. 1, '71, \$16,000pm							2d Mortgage.....	109,500	8	"	"	1908	....
Chicago, Omaha and St. Joseph:							Plain bonds.....	81,800	8	Jan. & July.	"	1884	....
1st Mortgage for \$8,000,000.....							Danbury and Norwalk:						
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1860.....	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage \$28,000 p. m. gold.							1st Mortgage of July 1, 1870.....	200,000	7	"	"	1890	....
Chi., Pekin & Southwern (C.B.Q.):							Danv. Hazleton & Wilkesbarre:	1,400,000	7	April & Oct.	Philadelphia.	1887	76
1st Mortgage for \$1,600,000 gold.....	700,000	7*	Feb. & Aug.	Boston.	1901	....	1st Mortgage.....	3,000,000	7*	Jan. & July.	New York.	1890	....
Chicago, Rock Island and Pacific:							1st Mort. gold skg fd \$20,000 p.m.	2,728,000	7	Jan. & July.	New York.	1884	....
1st Mortgage (C. & R. L.) balance.....	104,000	7	Jan. & July.	New York.	1870	....	Dayton and Michigan (C.H. & D.):	642,000	7	March & Sept.	"	1887	....
1st Mortskg fund (C. R. I. & Pac.):	8,600,000	7	"	"	1896	104	1st Mortgage sinking fund.....	700,000	7	April & Oct.	"	1888	....
Chi. & Southwes'n(C.R.I. & Pac.):							2d Mortgage, guar.....	189,500	7	March & Sept.	"	1894	....
1st Mort. gold, tax free, guar.....							Toledo Depot bonds, guar.....						
1st Mortgage gold, Atchison Br.							Dayton and Union:						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	107	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
1st Mort. gold, tax free, guar.....	1,000,000	7*	June & Dec.	"	1901	....	2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
1st Mort. gold, tax free, guar.....							Income Bonds.....	252,445	6	"	"	1879	....
1st Mort. gold, tax free, guar.....							Dayton and Western (Pa. Co.):	275,000	7	Jan. & July.	New York.	1906	....
1st Mort. gold, tax free, guar.....	1,250,000	7	May & Nov.	New York.	1880	....	1st Mortgage.....	428,000	6	"	"	1906	....
1st Mort. gold, tax free, guar.....	500,000	7	Jan. & July.	"	1885	....	Decatur, Sullivan and Mattoon:	500,000	8	March & Sept.	New York.	1901	....
1st Mort. gold, tax free, guar.....	282,000	8	June & Dec.	"	1877	....	1st Mortgage.....	500,000	8	Jan. & July.	"	1891	....
1st Mort. gold, tax free, guar.....							Delaware, Lackawack. & Western:	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mort. gold, tax free, guar.....	1,200,000	7	Jan. & July.	New York.	1885	....	1st Mort. (Eastern Ext.):	1,111,000	7	April & Oct.	New York.	1876	100
1st Mort. gold, tax free, guar.....	798,000	7	March & Sept.	"	1893	....	2d Mort. (Del., Lack. & Wtn.):	1,633,000	7	March & Sept.	"	1881	....
1st Mort. gold, tax free, guar.....	250,000	7	June & Dec.	"	1884	....	Company B'ds(Del.Lack. & W.):	3,000,000	7	June & Dec.	"	1892	97
1st Mort. gold, tax free, guar.....							Denver Facile:						
1st Mort. gold, tax free, guar.....	1,000,000	7	March & Sept.	New York.	1891	....	1st Mortgage gold, land grant.....	2,500,000	7	May & Nov.	New York.	1899	....
1st Mort. gold, tax free, guar.....	400,000	7	Feb. & Aug.	New York.	1895	....	Denver & Rio Grande(3 ft. gange):	16,000pm	7	May & Nov.	N.Y L. & Ams.	1900	....
1st Mort. gold, tax free, guar.....	1,500,000	7	Jan. & July.	New York.	1901	....	1st Mort. gold, skg fund tax free.....						
1st Mort. gold, tax free, guar.....	500,000	7	Jan. & July.	New York.	1898	....	Des Moines Valley:						
1st Mort. gold, tax free, guar.....							1st Mort. (on 154 miles):	1,111,000	7	April & Oct.	New York.	1877	....
1st Mort. gold, tax free, guar.....							2d Mort. (on 154 miles):	1,633,000	7	March & Sept.	"	1881	....
1st Mort. gold, tax free, guar.....							Company B'ds(Del.Lack. & W.):	3,000,000	7	June & Dec.	"	1892	97

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,688	7	May & Nov.	Boston.	1891	....
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:	250,000	6*	April & Oct.	Baltimore.	1900	....
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....	1st Mortgage gold.....	948,000	7	May & Nov.	New York.	1882	102
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	....	2d Mortgage.....	1,785,000	7	Feb. & Aug.	"	1875	96
Detroit, Lansing & L. Michigan:							Galena & Chic. Union (C. & N. W.):	125,000	6	Jan. & July.	"	1878	....
1st Mortgage (consolidation)....	8,000,000	8	April & Oct.	Boston.	1896	....	Elgin and State Line Purchase:	200,000	7	"	"	1884	....
Detroit and Milwaukee:							Mississippi Bridge.....	226,500	7	Jan. & July.	New York.	1888	....
1st Mortgage, (D. M. R. y) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Georgia (and Banking):	681,000	7	Jan. & July.	Augusta.	72-80	....
2d Mortgage ("").....	1,000,000	8	"	"	1875	....	Company bonds (debentures)...	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....
1st Funded Coup. (D. & M. R. R.):	625,924	7	Jan. & July.	"	1875	....	Gilman, Clinton & Springfield:	1,000,000	8*	Jan. & July.	"	1892	....
2d Funded Coup. ("").....	376,784	7	"	"	1875	....	1st Mortgage gold.....	2,000,000	7*	Jan. & July.	New York.	1899	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....	2d Mortgage gold.....	500,000	8	March & Sept.	"	1879	99
Oakl. & Ottawa R. R. cur. bonds	51,000	7	"	New York.	1873	....	Goshen and Deckertown:	226,500	7	Jan. & July.	New York.	1888	....
Detr. & Pontiac R. R. bonds.....	250,000	7	"	"	1878	....	1st Mortgage.....	4,000,000	7*	Jan. & July.	New York.	1899	....
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	"	1886	....	1st Mortgage guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Detroit, Mon. & Tol. (L. S. & M. S.):							Grand Rapids & Indiana:	1,500,000	8	Jan. & July.	New York.	1886	....
1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1876	96	1st Mortgage guar. gold, tax free	500,000	8	Jan. & July.	"	1879	....
Dubuque and Sioux City:							Grand River Valley (Mich. C.):	14,191,615	5*	Jan. & July.	"	1881	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	....	2d Mortgage, guar. by Lessees..	8,428,825	4*	"	"	1890	....
Dubuque Southwestern:							Provincial Debentu's £3,111,500	15,557,500	....	....	Ottawa.	....	....
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1883	....	Great Western of Canada:	2,500,000	6*	April & Oct.	London.	....	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	....	Equipment Bonds £500,000....	1,350,000	6*	"	"	....	....
Dunkirk, Warren and Pittsburg:							Equipment Bonds No. 2 £270,500	6,000,000	6*	Feb. & Aug.	"	....	....
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....	Postal & Military b'ds £1,200,000	14,191,615	5*	Jan. & July.	"	....	....
Dutchess and Columbia:							1st Preference Bonds £2,838,385.	8,428,825	4*	"	"	....	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1903	....	2d Preference Bonds £1,688,765	15,557,500	....	....	Ottawa.	....	....
East Alabama and Cincinnati:							Provincial Debentu's £3,111,500	15,557,500	....	....	....	....	....
1st Mort. end \$16,000 p.m. by Ala.							Great Western of Canada:	227,273	5	Jan. & July.	London.	perp.	....
East Brandywine & Waynesburg:							Perpetual Debentures Stock....	1,384,117	4	"	"	72-73	....
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Common (Company) Bonds....	2,993,973	6	May & Nov.	"	73-76	....
2d Mortgage.....	35,000	8	"	"	1873	....	Common ("") Bonds....	2,682,067	5	April & Oct.	"	77-78	....
East Pennsylvania (Ph. & Rdg.):							Common ("") Bonds....	3,650,000	6	June & Dec.	"	1881	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	98	Common ("") Bonds....	1,428,546	7	Jan. & July.	New York.	81-86	....
East Tenn. & Georgia (E. T. V. & G.):							Greenville and Columbia:	376,766	7	"	"	81-86	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	76-86	....	1st Mortgage, guar. by S. Car....	1,428,546	7	Jan. & July.	New York.	81-86	....
East Tenn. & Vir. (E. T. V. & G.):							1st Mortgage not guaranteed....	376,766	7	"	"	81-86	....
East Tennessee, Virginia & Ga.:							Greenwich and Johnsonville:	130,000	7	May & Nov.	New York.	1889	....
1st Mort., skg fund for \$3,500,000	175,000	6	Jan. & July.	New York.	1886	....	1st Mortgage....	1,428,546	7	Jan. & July.	New York.	81-86	....
Eastern (Mass.):							Hackensack & New York Ext.:	300,000	7	May & Nov.	New York.	1889	....
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....	1st Mortgage, \$10,700 p.m.	675,000	7	May & Nov.	New York.	1898	90
Loan of 1864-'74.....	750,000	6	Feb. & Aug.	Boston.	1874	97	1st Mortgage, \$10,700 p.m.	225,000	7	Jan. & July.	"	81-86	....
1st Mort. (Essex R. R.) assumed.....	194,400	6	Jan. & July.	"	1876	90	1st Mortgage, State Loan....	1,500,000	6	Jan. & July.	New York.	71-77	92
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....	Missouri State Loan....	1,500,000	6	"	"	87-88	....
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	....	Six years Mortgage bonds (222m.)	53,000	10	"	"	1872	....
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	92	Five years' notes (277 m.)....	139,300	8	Various	"	1874	....
Loan of 1872-'92.....	1,500,000	7	"	"	1882	100	Fifteen years' bonds (277 m.)....	3,476,000	8	March & Sept.	"	1885	93
Eastern Shore (Md.):							1st Mort. (Q. & Palm. R. R. 15 m.)	100,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	1st Mort. (K. City & Cam. RR 35m.)	1,200,000	10	Jan. & July.	"	1886	....
2d Mortgage.....	180,000	6	April & Oct.	"	1886	....	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	....
Elizabethtown and Paducah:							General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	"	1888	....
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	Harlem Extension:	4,000,000	7	Jan. & July.	New York.	1890	....
Elmira and Williamsport (N. Cen.):							1st Mortgage....	700,000	6	Jan. & July.	Philadelphia.	1883	92
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	97	Hannibal and St. Joseph:	1,500,000	6	Jan. & July.	Hartford.	1878	....
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	57	Missouri State Loan....	1,500,000	6	Jan. & July.	Hartford.	1876	....
Erie Railway:							Missouri State Loan....	1,500,000	6	Jan. & July.	New York.	87-88	....
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1897	102	Six years Mortgage bonds (222m.)	53,000	10	"	"	1872	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	97	Five years' notes (277 m.)....	139,300	8	Various	"	1874	....
3d Mortgage.....	6,000,000	7	"	"	1883	96	15 years' bonds (277 m.)....	3,476,000	8	March & Sept.	"	1885	93
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	92	1st Mort. (Q. & Palm. R. R. 15 m.)	100,000	8	Feb. & Aug.	"	1892	....
5th Mortgage convertible.....	926,500	7	June & Dec.	"	1888	89	1st Mort. (K. City & Cam. RR 35m.)	1,200,000	10	Jan. & July.	"	1886	....
Buffalo Branch, 1st mortgage....	186,400	7	Jan. & July.	"	1891	89	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....	General Mortgage gold, tax free....	1,000,000	7	May & Nov.	New York.	1890	....
Consol. Mort. for \$30,000,000, g'd	3,000,000	7*	"	"	1890	95	2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	....
Erie and Louisville:							Hannibal and St. Joseph:	1,500,000	6	Jan. & July.	New York.	71-77	92
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	Missouri State Loan....	1,500,000	6	Jan. & July.	New York.	87-88	....
Erie and Pittsburg (Penn.):							Six years Mortgage bonds (222m.)	53,000	10	"	"	1872	....
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....	Five years' notes (277 m.)....	139,300	8	Various	"	1874	....
2d Mortgage.....	115,200	7	March & Sept.	"	1890	....	15 years' bonds (277 m.)....	3,476,000	8	March & Sept.	"	1885	93
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1893	....	1st Mort. (Q. & Palm. R. R. 15 m.)	100,000	8	Feb. & Aug.	"	1892	....
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	....	1st Mort. (K. City & Cam. RR 35m.)	1,200,000	10	Jan. & July.	"	1886	....
European & American (Mo.):							General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	....
Bangor City Bonds (1st m. 55 m.):	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....	Hannibal, Central Missouri:	1,000,000	8	Jan. & July.	Hartford.	1878	....
1st L. M. & 1st on 59, & 2d on 55m):	2,000,000	6*	March & Sept.	"	1890	87	1st Mortgage....	754,000	6	Jan. & July.	Hartford.	1878	....
Kewanee and Crawfordville:							Hartford, Providence and Fishkill:	4,000,000	7	Jan. & July.	New York.	1890	....
1st Mortgage (main line) skg fund.....	1,004,000	7	Jan. & July.	New York.	1889	....	1st Mort. (R. 1. 26.32.m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mortgage.....	150,000	7	Feb. & Aug.	"	1891	....	1st Mort. (Conn. 96.04.m.) skg f'd.	1,574,500	7	"	Hartford.	1876	....
1st Mort. (Rockville Extension):							1st Mortgage, tax free....	1,000,000	8	Jan. & July.	New York.	1901	....
Evanaville, Henderson & Nashv.:							Holyoke and Westfield:	200,000	7	April & Oct.	Boston.	1891	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	1st Mortgage....	754,000	6	Jan. & July.	Hartford.	1878	....
Evanaville, Terre Haute & Chi.:							Hartford, Providence and Fishkill:	481,000	7	Jan. & July.	New York.	1890	....
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....	1st Mort. (Conn. 96.04.m.) skg f'd.	1,574,500	7	Jan. & July.	Providence.	1876	....
Fall River, Warren & Providence:							1st Mortgage....	1,000,000	8				

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.	
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:							
1st Mortgage(Ind. & Cin.) of 1858	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.	\$1,800,000	7	April & Oct.	New York.	1879	101
1st Mortgage(I. C. & L.F.) of 1867	2,770,000	7	Feb. & Aug.	"	1897	....	Consol. registered July 1, 1870.	3,699,000	7	J. A. J. & O.	"	1890	99
1st Mortgage(") of 1869	1,566,000	7	June & Dec.	"	1899	....	Consol. coupon July 1, 1870.	1,334,000	7	Jan. & July.	"	1890	100
Indianapolis and St. Louis:							Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	"	1890	98	
1st Mortgage.			7	Jan. & July.	New York.	1916	Sunbury July 1, 1864.	500,000	7	Jan. & July.	"	1874	....
1st Mortgage.	2,000,000	7	March & Sept.	"	1916	....	Reg. Jan. 1, 1858 C.P. & A.R.R.	1,000,000	7	"	"	1880	98
1st Mortgage.			7	April & Oct.	"	1916	3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	"	1892	94	
2d Mortgage.	1,000,000	7	"	"	1900	....	1st Mort. (Junc.R.R.) Dec. 1 st 1852	115,000	7	June & Dec.	"	1872	....
Equipment Mortgage.	500,000	8	Jan. & July.	"	1881	....	Skg Fund July 1, 1855 C. & T.	2,014,000	7	Jan. & July.	"	1886	102
Iowa Eastern:							Mort. April 1, 1866	884,000	7	April & Oct.	"	1886	98	
1st Mortgage gold.	14,000pm	7*	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	"	1886	101
Iowa Falls & Sioux City (Illi.Cen.):							2d Mort. Oct. 31, 1857	2,698,000	7	"	"	1877	98	
1st Mortgage guaranteed.	2,960,000	7	April & Oct.	New York.	1917	....	Mort. Nov. 1, 1858	100,000	7	May & Nov.	"	1873	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862 Buff. & Erie.	236,000	7	Jan. & July.	"	1882	98	
1st Mort. \$16,000 guar.			8	Feb. & Aug.	New York.	1900	105	Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886
Ironton (Penn.):							Mort. April 1, 1863	8,000,000	7	April & Oct.	"	1898	95	
1st Mortgage.	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	94
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W. P.)	400,000	7	Jan. & July.	"	1870	....
1st Mortgage gold, skg fund.	600,000	7	Jan. & July.	New York.	1890	101	1st Mort. Oct. 1, 1867 (Schl. & Th. R.)	100,000	8	"	"	1887	....
Jackson, Lansing and Saginaw (M.C.):							1st Mort. Oct. 1, 1867 (Kai. & Sch.)	100,000	8	"	"	1887	....
1st Mortgage.	1,495,000	8	Jan. & July.	New York.	1886	103	1st M.July 1, '68 (Kal. All. & Gr. R.)	840,000	8	"	"	1868	....
2d Mortgage.	500,000	8	March & Sept.	"	1888	....	1st Mort. July 1, 1863 (J. & F. Frank.)	500,000	7	"	"	var	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	"	1890	....	2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	"	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Ch.):							
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.	600,000	7	April & Oct.	Philadelphia.	1895	....
James' n & Frank. (L.S. & M. So.):							Leavenworth, Lawr. & N. West'n:	355,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage guaranteed.	496,000	7	Jan. & July.	New York.	1897	....	1st Mort. guar. by Pac. of Mo.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	83
2d Mortgage guaranteed.	500,000	7	June & Dec.	"	1894	....	Lehigh and Lackawanna:						
Jefferson (Erie):							1st Mortgage tax free.	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
1st Mort. (Hawley Section).	206,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (old loan).	902,000	6	May & Nov.	Philadelphia.	1873	101
2d Mort. (").	94,000	7	"	"	1889	....	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	94
1st Mort. (Carbondale Section).	2,000,000	7	"	"	1889	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	"	1910	103
Jeffersonville, Madison & Indian:							Lexington & St. Louis (P. of Mo.):							
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....	1st Mortgage gold.	1,000,000	6	June & Dec.	New York.	1899	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	"	1910	....	Little Miami:						
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1882	....	1st Mortgage.	1,474,000	6	May & Nov.	New York.	1883	....
2d Mortgage (Jeffersonville R.R.):	345,000	7	April & Oct.	"	1873	....	Street Connection Bonds.	500,000	6	Jan. & July.	"	1894	....
Joliet and Chicago (C. & Alton):							1st Mortgage gold.	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....	Land Grant sinking fund.	5,000,000	7	April & Oct.	"	1900	....
Joliet & Northern Ind. (Mich. C.):							1st Mortgage, guaranteed.	771,500	7	April & Oct.	Philadelphia.	1877	99	
1st Mortgage, guaranteed.	800,000	8	Jan. & July.	New York.	1874	....	1st Mortgage gold.	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Junction (Cin. & Indianapolis):							Long Br. and Sea Shore (N.J. So.):	200,000	6	Jan. & July.	New York.	1889	....
1st Mortgage.	1,200,000	7	Jan. & July.	New York.	1885	....	1st Mortgage guaranteed.	3,500,000	7	June & Dec.	New York.	1892	92
2d Mortgage.	793,000	7	March & Sept.	"	1893	....	Long Dock (Eric):						
1st Mortgage (Newcastle Br.):	250,000	7	June & Dec.	"	1884	....	1st Mortgage guaranteed.	5,000,000	7	June & Dec.	New York.	1892	91
Junction, Philadelphia:							Long Island:							
1st Mortgage, guaranteed.	500,000	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage main line.	500,000	6	Jan. & July.	New York.	1875	91
2d Mortgage not guaranteed.	300,000	6	April & Oct.	"	1900	....	1st Mortgage (Extension).	175,000	7	Feb. & Aug.	"	1890	....
Junction and Breakwater:							1st Mortgage (Glen Cove Br.):	150,000	6	May & Nov.	"	1893	....
1st Mort. guar. by Delaware...	400,000	6	Jan. & July.	New York.	1890	....	General Mortgage.	775,000	7	"	"	1899	....
Kalamazoo, Allegan & Gr. Rapids:							Louisville & Miss. Riv. (Ch. & Al.):							
1st Mort. assumed by L.S. & M.S.:	840,000	8	Jan. & July.	New York.	1888	....	1st Mortgage.	4,300,000	7	Feb. & Aug.	New York.	1900	....
Kalamazoo and Schoolcraft:							Louisville, Cincin. and Lexington:							
1st Mort. assumed by L.S. & M.S.:	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage for Cincinnati Br.:	3,000,000	7	Jan. & July.	New York.	1897	....
Kalamazoo, & S. Haven (M. Cen.):							2d Mortgage for \$1,000,000	345,000	8	April & Oct.	"	1900	....
1st Mortgage guar. by lessees...	640,000	8	May & Nov.	Boston.	1889	100	1st Mortgage (main line 185 m.):	554,000	7	Jan. & July.	New York.	1878	91	
Kalamazoo & White Pigeon:							1st Mortgage (Memph Br. 46.37 m.):	139,000	7	May & Nov.	"	1872	....
1st Mort. assumed by L.S. & M.S.:	400,000	7	Jan. & July.	New York.	1890	....	1st Mort. (Leb. Br. Ext. 73.2 m.):	88,000	7	"	"	80-82	....
2d Mortgage (260.m.) conv.	687,000	8	March & Sept.	"	1892	....	Consol. M. for \$8,000,000 (392 m.):	6,647,000	7	April & Oct.	"	1898	93
Kansas Pacific:							Louisv. N. Al. & St. Lo. Air-Line:							
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1896	85	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
1st Mort. (2d Div. 253.94 m.) gold.	4,063,000	6*	June & Dec.	"	1896	86	1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	1881-91	....
1st M.(Gd.244.66m. & 3,00,000s)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1896	102	1st Mortgage not guaranteed.	100,000	7	"	"	1890	....
1st Mortgage (1,000,000 acres):	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....	Macon and Brunswick:						
1st Mortgage (2,000,000 acres) g'd	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....	1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86	1st Mort.	600,000	7	May & Nov.	"	1900	....
2d Mortgage (Gov't Subsidy):	6,303,000	6	"	U. S. Treas.	195-97	....	2d Mortgage.	1,100,000	7	April & Oct.	"	1883	....
3d Mortgage (Income):	4,275,359	7	March & Sept.	"	1916	....	Equipment Mortgage.	150,000	7	"	"	1879	....
Kent County (Del.):							Macon and Western:							
1st Mortgage for \$600,000....	400,000	6	Jan. & July.	Philadelphia.	1890	85	1st Mortgage of Oct. 1870....	150,000	7	April & Oct.	"	1880	....
Kentucky Central:							Maine Central:							
1st Mortgage (Cov. & Lex.) 1852.	123,000	7	March & Sept.	New York.	1872	....	Consolidated Mort. for \$7,500,000	3,000,000	7	April & Oct.	Boston.	1912	100
2d Mortgage (") 18.3.	844,000	7	"	"	1883	....	\$1,100,000 Loan, tax free.	746,300	7	Jan. & July.	"	1898	....
3d Mortgage (Kent. Cen.) 1-65.	237,000	7	June & Dec.	"	1886	....	Bangor (P. & K.) Loan.	514,000	6	April & Oct.	"	1875	....
Keok, Iowa C. & Minn. (T.W & W):							Extension (gold) Loan.	491,000	6	"	"	1900	....
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....	\$1,100,000 (A. & Ken.) Loan.	1,100,000	6	Feb. & Aug.	"	190-91	....
Keokuk and St. Paul (C.B. & Q.):							1st Mortgage (Ken. & F.) Loan.	217,300	6	April & Oct.	Augusta.	1886	....
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....	Consolidated (P. & K.) Loan.	1,148,300	6	"	Boston.	1898	....
Lackawanna & Blooms (D.L & W):							1st Mortgage (S. & K.)	300,000	6	"	"	1874	....
1st Mortgage.	900,000	7	Jan. & July.	New York.	1875	....	2d Mortgage (")	260,000	6	"	"	1876	....
1st Mortgage (Extension):	400,000	7	March & Sept.	"	1885	....	1st Mortgage (L. & F.):	336,000	6	Jan. & July.	"	1901	....
2d Mortgage.	500,000	7	April & Oct.	"	1880	....	Bath (Androscoggin) Loan.	425,000	6	"	"	1891	....
2d Mortgage (Extension):	200,000	7	May & Nov.	"	1890	Mansfield & Framing. (B.C. & F.):							
Income Mortgage.	2,000	7	Jan. &											

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due				When.	Where.	Due
Maryland and Delaware:						Nashville and Chattanooga:					
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890
2d Mortgage.....	150,000	6	June & Dec.	"	1889	Nashville and Decatur (L. & Nash.)	2,100,000	7	Jan. & July.	New York.	1900
Massillon & Cleve. (C. M. V. & D.)	100,000	7*	Jan. & July.	New York.	1890	1st Mortgage sinking fund, guar.	500,000	6*	April & Oct.	Nashville.	1887
1st Mortgage guaranteed, gold..						2d Mortgage gold.....					
Maysville and Lexington:						Naugatuck:					
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876
Memphis and Charleston:						Newark & New York (Cen. N. J.)					
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	Newark, Somerset & Straitsville:	800,000	7*	May & Nov.	New York.	1889
Memphis and Little Rock:						1st Mortgage gold.....	972,000	6*	May & Nov.	London.	1867
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	New Brunswick and Canada:					
Michigan Air Line:						1st Mortgage, Sterling £200,000.					
1st Mortgage (E. Div.) \$15,000pm.						Newburg & New York (Erie):					
Michigan Central:						1st Mortgage for \$500,000....					
1st Mortgage, convertible.....	558,000	8	April & Oct.	New York.	1882	New H., Middlet' n & Willim.:					
1st Mortgage, sinking fund conv.	2,208,500	8	"	"	1882	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889
Trust Mortgage for \$10,000,000.	4,500,000	7	May & Nov.	"	1902	New Haven & Northampton:					
1st Mort. (M. Air L. W. D.) ass'd	1,900,000	8	Jan. & July.	"	1890	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	Convertible.....	400,000	6	April & Oct.	"	1880
2d Mort. (" " ") guar.	500,000	8	March & Sept.	"	1879	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891
1st Mort. (Kal. & So. Hav.) t. guar.	640,000	8	May & Nov.	"	1889	New Jersey See United Companys.					
2d Mort. (" " ") guar..	70,000	8	"	"	1889	New Jersey Midland (N. Y. & O. M.):					
Michigan Lake Shore:						1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	2d Mortgage currency.....	1,500,000	7	"	"	1881
Middleton, Union, & W. Gap (E):						New Jersey Southern:					
1st Mortgage tax free.....	225,000	7	May & Nov.	New York.	1886	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899
Midland of Canada:						1st Mortgage (Tom's Riv. Br.).....	120,000	7	March & Sept.	"	1888
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896	Income Mortgage.....	750,000	7	April & Oct.	"	1881
Midland Pacific:						New Jersey West Line:					
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1890	1st Mort. gold, for \$3,000,000....					
Milwaukee and St. Paul:						New London Northern (Vt. Cen.):					
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	1st Mortgage.....	200,000	7	Jan. & July.	"	1888
1st Mortgage (E. Div. Palmer).....	791,500	8	May & Nov.	"	84	N. Orleans, Jackson & Gt. North:					
1st Mort. (Iowa and Minn.).....	3,933,000	7	Jan. & July.	"	1874	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886
1st Mortgage (Minn. Cent.).....	207,000	7	"	"	1897	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890
2d Mortgage (P. du Chien).....	1,315,000	7.3	"	"	1898	New Orleans, Mobile and Texas:					
Milwaukee City Loan.....	233,000	7	March & Sept.	"	1873	1st M. (N. O. to T. 227 m) skg fd.....	2,825,000	8	Jan. & July.	New York.	1915
1st Mort. (Milw. & Wtn.).....	234,080	7	Jan. & July.	"	1891	1st M. (") gold skg fd.....	1,800,000	7	"	N. Y. or Lond.	1915
Real Estate Purchase.....	148,500	7	.....	.....	.....	2d Mortgage, endorsed by La...	2,825,000	8	"	New York.	1915
Milw. Manitowoc & Green Bay:						New York and Boston:					
1st Mortgage for \$2,500,000.....		7	.....	.....	1st Mortgage gold, for \$3,000,000....						
Milwaukee and Northern:						New York Central & Hudson R.:					
1st Mortgage for \$14,000 p.m.....		8	June & Dec.	New York.	1890	Debt Certif. (N. Y. Central).....	5,936,626	6	May & Nov.	New York.	1883
Mineral Point:						Bonds for debts ass'd (N. Y. Cen.).....	1,514,000	7	Feb. & Aug.	"	1876
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	Bonds for B. & N. S. (").....	76,000	6	May & Nov.	"	1883
Minneapolis and Duluth (L. S. & M.)						Bonds for R. R. stocks (").....	592,000	6	"	"	87
1st Mortgage gold, guaranteed.....	400,000	8*	Jan. & July.	New York.	1911	Bonds for real estate (").....	162,000	6	"	"	87
Minneapolis & St. L. (L. S. & M.)						Bonds of 1854 renew'd (").....	2,900,000	6	June & Dec.	"	89
1st Mortgage gold, guaranteed.....	700,000	7*	Jan. & July.	New York.	1911	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870
Minneapolis and North Western:						2d Mort. (") S. F.	1,894,000	7	June & Dec.	"	1885
1st Mort. gold, skg fd & tax free.....	20,000pm	7*	Jan. & July.	New York.	1895	3d Mort. (").....	180,000	7	May & Nov.	"	1875
Mississippi Central:						Bonds of '71, tax free (N. Y. C. & H.).....	1,960,000	7	April & Oct.	"	1891
1st Mortgage.....	1,854,000	7	May & Nov.	New York.	'69-'71	Consol. Mort. for \$40,000,000....	7	.....	.....	1902	.....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	New York and Harlem:					
General Mort. for \$8,000,000 gold		7*	May & Nov.	"	1912	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873
Mississippi, Ouachita and Red Riv.:						Consolidated mortgage of 1863.....	1,754,000	6	Feb. & Aug.	"	1893
1st Mortgage gold.....	1,360,000	7*	— & —	.....		Sinking Fund mortgage of 1861.....	111,850	7	Jan. & July.	"	1881
1st Mort. Land Grant gold.....	1,000,000	7*	— & —	.....		Bonds of 1853, unsecured.....	106,000	7	"	"	1873
State (Ark.) subsidy \$10,000pm.	1,550,000	7	April & Oct.	.....		N. York, Housatonic & Northern:					
Mississippi and Tennessee:						1st Mortgage for \$500,000....	161,000	7	Feb. & Aug.	New York.	1889
1st Mortgage of April 1, 1856.....	600,000	7	April & Oct.	New York.	1876	1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1873
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	1876	2d Mortgage.....	1,754,000	6	Feb. & Aug.	"	1893
Mississippi Valley and Western:						1st Mort. gold, tax free.....	111,850	7	Jan. & July.	"	1881
1st Mortgage \$20,000 p. m.....						2d Mortgage convertible.....	2,000,000	7	"	"	1893
Missouri, Iowa and Nebraska:						2d Mortgage non-convertible ..	1,500,000	7	"	"	1893
1st Mortgage gold, sinking fund.						New York, Providence & Boston:					
Missouri, Kansas and Texas:						1st Mortgage.....	132,000	8	Feb. & Aug.	New York.	173-'78
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1890	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876
1st Mort. (Tebo & Neoish) S. F. g'd	2,000,000	7*	June & Dec.	"	1893	Extension Bonds.....	250,000	6	May & Nov.	"	178-'81
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1894	General Mort. for \$1,000,000....	732,000	7	"	"	1899
Missouri River, Ft. Scott & Gulf:						N. York, West Shore & Chicago:					
1st Mortgage Laud skg fd, tax fr.	5,000,000	10	Jan. & July.	New York.	1890	1st Mortgage gold, \$35,000 p.m.					
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	....	7*	April & Oct.	.....		
Mobile and Girard:						Niles and New Lisbon:					
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890
2d Mortgage.....	300,000	7	"	"	1889	1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854
Mobile and Montgomery:						1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	1st Mortgage.....	157,000	7	"	"	1877
Mobile and Ohio:						2d Mortgage.....	458,000	8	"	"	1893
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	North Eastern (S. Car.):					
Interest bonds.....	804,400	8	"	Mobile.	1877	1st Mortgage of Sept. 1, 1869....	820,000	7	March & Sept.	Charleston.	1899
Interest bonds.....	371,800	8	"	"	1883	2d Mortgage of Sept. 1, 1869....	322,000	7	"	"	1899
Interest (sterling) bonds.....	755,040	6*	"	London.	1883	North Pennsylvania:					
2d Mort. (Income Liquidation).....	943,121	8	March.	Mobile.	1877	1st Mortgage.....	2,225,000	6	Jan. & July.	Philadelphia.	1885
Montclair (N. Y. & O. Mid.)						2d Mortgage.....	1,358,500	7	May & Nov.	"	95
1st Mortgage gold, guar.....	1,200,000	7*	March & Sept.	New York.	....	Chattel Mortgage.....	360,000	10	April & Oct.	"	110
2d Mortgage.....	400,000	7	— & —	"		North Shore (L. I.):					
Income Mortgage.....	700,000	7	— & —	"	1890	1st Mortgage.....	136,000	7	Feb. & Aug.	New York.	1887
Montgomery and Eufala:						2d Mortgage.....	1,500,000	6	J. A. J. & O.	Baltimore.	1886
1st Mortgage endd. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	2d Mortgage, Md. State loan.....	1,500,000	6	Jan. & July.	"	1886
1st Mortgage not endorsed.....	300,000	8	June & Dec.	"	1890	3d Mortgage skg fd.....	1,200,000	6	Jan. & July.	"	1887
Monticello:						3d Mortgage skg fd.....	1,223,000	6	April & Oct.	"	1900
1st Mortgage.....	420,000	8	April & Oct.	New York.	1910	3d Mortgage (Y'k & Cumb.) guar.	500,000	6	Jan. & July.	"	1887
Monticello and Port Jervis:						Consol. Mortgage gold.....	2,298,000	6*	"	"	1903
1st Mortgage gold, tax free.....	650,000	7	J. A. J. & O.	New York.	1890	Income Mortgage conv.....	561,000	7	April & Oct.	"	1880
Morris and Essex (D. L. & W.):						2d Mortgage skg fd.....	561,000	7	"	"	1880
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	Income Mortgage conv.....	105,200	6	April & Oct.	Boston.	1874
2d Mortgage guar.....	3,000,000	7									

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Northern Pacific:												
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100	Perkiomen (Phila. & Rdg):					
Norwich & Worcester(B.H. & L.):							1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	...	Perth Amboy & Woodbr.(C&A):	100,000	6	Feb. & Aug.	New York.	1874
Plain bonds.....	200,000	...	"	"	1874	...	1st Mortgage.....	341,500	8	Jan. & July.	New York.	179-88
Machine shop &c., bonds.....	150,000	7	"	"	1877	...	Petersburg:					
Nyack and Northern:							1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	179-88
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	...	Philadelphia and Baltimore Cent:					
Ogdensburg & Lake Champlain:							1st Mortgage (Penn. Div. 36 ^{1/2} m.):	800,000	7	Jan. & July.	Philadelphia.	1879
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	...	1st Mortgage (Md. Div. 91 m.):	300,000	6	April & Oct.	"	1891
Equipment Mortgage.....	200,000	8	"	"	1879	100	2d Mortgage (Pa. & Md. 46 m.):	400,000	7	Jan. & July.	"	1900
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	...	Philadelphia and Reading:					
Ohio and Mississippi:							Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	...	Loan of 1870, convertible.....	2,520,000	7	"	"	1890
1st Mortgage, (W. Div.).....	850,000	7	"	"	1872	...	Mortgage Loan of 1857, conv.....	113,000	6	"	"	1886
2d Mortgage, (W. Div.).....	534,000	7	"	"	1874	54	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880
Income Mort., (W. Div.).....	221,500	7	April & Oct.	"	1882	...	Mortgage Loan of 1863.....	2,700,000	7	April & Oct.	"	1898
Consolidated Mort.	2,761,000	7	Jan. & July.	"	1898	94	Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880
Consolidated Mort. (sterling)....	101,850	7*	"	London.	1898	...	Mortgage Loan of 1843 stg.....	976,800	6*	"	"	1880
Oil Creek and Allegheny River:							Mortgage Loan of 1838 stg.....	116,400	7*	"	"	1872
1st Mortgage (O. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Mortgage Loan of 1838 stg.....	177,000	7*	"	"	1874-77
1st Mortgage (War & Fkln).....	580,000	7	April & Oct.	"	1882	85	...	...	...	...	...	...
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	75	...	...	...	...	...	...
Old Colony and Newport:							...	...	...	...	...	...
Plain Bonds.....	1,000,000	6	March & Sept.	Boston	1876	94	...	...	...	...	...	...
Plain Bonds.....	485,000	6	April & Oct.	"	1875	...	...	...	...	...	...	...
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	100	...	...	...	...	...	...
Omaha and Northwestern:							...	...	...	...	...	...
1st M. land grant, gold \$16,000pm			7.3	Jan. & July.	New York.	1901	...	...	...	...	...	...
Omaha and Southwestern:							...	...	...	...	...	...
1st Mortgage \$20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87	...	...	...	...	...	...
Orange, Alexandria & Manassas:							...	...	...	...	...	...
1st Mort. (Alex. to Gordonsville).....	400,000	6	May & Nov.	New York.	1873	93	...	...	...	...	...	...
2d Mort. (Charlotte to Lynchburg).....	1,155,500	6	Jan. & July.	"	1875	88	...	...	...	...	...	...
3d Mort.	598,000	8	May & Nov.	Richmond.	1873	93	...	...	...	...	...	...
4th Mort.	574,000	8	March & Sept.	Alexandria.	1880	83	...	...	...	...	...	...
Consolidated Mort.	1,648,500	7	Jan. & July.	New York.	1882	81	...	...	...	...	...	...
Orange and Newark:							...	...	...	...	...	...
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	...	...	...	...	...	...	...
Orange Valley & Southern Kansas:							...	...	...	...	...	...
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	...	...	...	...	...	...	...
Oshkosh & Miss. (M. & S. P.):							...	...	...	...	...	...
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	...	...	...	...	...	...	...
Oswego and Rome (B. W. & O.):							...	...	...	...	...	...
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	...	...	...	...	...	...	...
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	...	...	...	...	...	...	...
Oswego and Syracuse (D. L. & W.):							...	...	...	...	...	...
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	...	...	...	...	...	...	...
Ottawa, Gananoque & Fox River:							...	...	...	...	...	...
1st Mortgage guar. by (C. B. & Q.):	1,260,000	8	Jan. & July.	Boston.	1900	100	...	...	...	...	...	...
Owensboro' and Russellville:							...	...	...	...	...	...
1st Mortgage for \$1,500,000.....			8	Feb. & Aug.	New York.	1887	...	...	...	...	...	...
Pacific of Missouri (Atl. & Pac.):							...	...	...	...	...	...
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	87	...	...	...	...	...	...
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	83	...	...	...	...	...	...
Income Bonds.....	1,500,000	7	"	"	1892	...	...	...	...	...	...	...
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	...	...	...	...	...	...	...
1st Mort. (Lex. & St. Louis) gold	1,000,000	6*	Jan. & July.	New York.	1887	...	...	...	...	...	...	...
1st Mortgage (Lea, Atch & Nev.)	500,000	7	April & Oct.	"	1889	...	...	...	...	...	...	...
Paducah and Memphis:							...	...	...	...	...	...
1st Mortgage gold for \$2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	...	...	...	...	...	...	...
Panama:							...	...	...	...	...	...
1st Mortgage, stg £19,350.....	93,847	7*	April & Oct.	London.	1875	...	...	...	...	...	...	...
General Mortgage, stg £597,900.	3,869,330	7*	"	"	1897	...	...	...	...	...	...	...
Paris and Decatur:							...	...	...	...	...	...
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	...	...	...	...	...	...	...
Paterson and Newark (Erie):							...	...	...	...	...	...
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	...	...	...	...	...	...	...
Pekin, Line. & Decatur (T.W. & W.):							...	...	...	...	...	...
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	85	...	...	...	...	...	...
Pemberton & Heights (U.C. of N.J.):							...	...	...	...	...	...
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	...	...	...	...	...	...	...
Pemberton & N. York (N.J.S.):							...	...	...	...	...	...
1st Mortgage, guaranteed.....	500,000	7	...	New York.	1887	...	...	...	...	...	...	...
Peninsular Railway:							...	...	...	...	...	...
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	...	...	...	...	...	...	...
1st Mortgage gold (S.F.) 2d series	979,000	7*	"	"	1900	...	...	...	...	...	...	...
Pennsylvania:							...	...	...	...	...	...
1st Mortgage (Harr. to Pbg.)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	101	...	...	...	...	...	...
2d Mortgage ("")....	2,594,000	6	April & Oct.	"	1875	97	...	...	...	...	...	...
2d Mortgage ("") stg.....	2,282,240	6*	Jan. & July.	London.	1875	...	...	...	...	...	...	...
General Mortgage (coup. & reg.):	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94	...	...	...	...	...	...
State lien for \$17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	72-90	...	...	...	...	...	...	...
Pennsylvania Coal:							...	...	...	...	...	...
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	...	...	...	...	...	...	...
Pennsylvania and Delaware:							...	...	...	...	...	...
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	...	...	...	...	...	...	...
Income Mortgage.....	310,000	7	March & Sept.	"	1891	...	...	...	...	...	...	...
Pennsylvania & New York (L.V.):							...	...	...	...	...	...
1st Mortgage, guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	94	...	...	...	...	...	...
1st Mortgage.....	1,500,000	7	"	"	1906	...	...	...	...	...	...	...
Peoria & Bureau Val (C.R.I. & P.):							...	...	...	...	...	...
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	...	...	...	...	...	...	...
Peoria & Hannibal (C. B. & Q.):							...	...	...	...	...	...
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	...	...	...	...	...	...	...
Peoria, Pekin and Jacksonville:							...	...	...	...	...	...
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	...	...	...	...	...	...	...
2d Mort. conv. and tax free....	1,000,000	7	April & Oct.	"	1900	90	...	...	...	...	...	...
Peoria and Rock Island:							...	...	...	...	...	...
1st Mort. gold, conv. & tax free....	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...	...	...	...	...	...	...
Philadelphia and Erie (Penn.):							...	...	...	...	...	...
1st Mortgage (Sung & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101	...	...	...	...	...	...
1st Mortgage (whole road 287m)	5,000,000	6*	"	"	1881	90	...	...	...	...	...	...
2d Mortgage ("")	3,000,000	7	Jan. & July.	"	1888	92
Gen'l M. for \$20,000,000, gold gr.	5,000,000	6*	"	"	1920

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			When.	Where.	Due.				When.	Where.	Due.
Rockford, R. Island & St. Louis:											
1st Mortgage tax free.....	\$0,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918					
Rome, Watertown & Ogdensburg:											
1st Mortgage, (W. & R.) skg Fund	799,900	7	March & Sept.	New York	1880						
1st Mort. (Potadam & Watert.)	327,000	7	June & Dec.	" " " 72-74	1891	....				
Consolidated Mort. skg Fund...	824,500	7	" "	"	1891	....				
Rondout and Oswego:											
1st Mortgage, gold \$20,000 p.m.	....	7*	Jan. & July.	New York	1890	....				
Rutland (Verm. Cen. & Can.):											
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston	1880	65					
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88					
Saint Croix and Penobscot:											
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....				
2d Mort. (" ").....	17,500	6	" "	"	1879	....				
Cahab Loan (Lewey's Island)...	130,000	8	June & Dec.	"	1876	....				
St. Joseph & Denver City:											
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	102					
1st M. (W. D.) land grant, g'd tax fr.	15,000pm	8*	" "	" "	1900	97					
St. Louis, Alton and Terre Haute:											
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York	1894	100					
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....				
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	80					
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....				
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	80					
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....				
St. Louis, Conn. Bluffa & Omaha:											
1st Mortgage, gold \$16,000 pm.	....	7*	Jan. & July.	New York	1901	....				
St. Louis and Iron Mountain:											
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York	1892	96					
St. Louis, Jackson & Chic. (C. & A.):											
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York	1894	91					
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....				
St. Louis, Kansas City & North:											
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York	1901	92					
St. Louis, Lawr. & Denv. (Pacific):											
1st Mortgage gold, guaranteed.....	1,000,000	6*	Jan. & July.	New York	1901	....				
St. Louis and South Eastern:											
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York	1894	....				
1st M. (Evans, D.) gold skg f'd, con.	1,000,000	7	" "	" "	1896	....				
St. Louis and St. Joseph:											
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York	1893	....				
St. Louis, Van. & T. H. (T. H. & I.):											
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York	1897	....				
2d Mortgage, (A.) guaranteed.....	1,800,000	7	May & Nov.	" "	1898	....				
2d Mortgage (B.) convertible.....	1,000,000	7	" "	" "	1898	....				
Income Mortgage.....	769,000	7	March 1.	Pittsburg	1891	....				
St. Paul and Chicago (M. & St. P.):											
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York	1900	....				
St. Paul and Pacific 1st Division:											
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York	1892	....				
1st Mort. (St. Paul to Wab.) 70m.	700,000	7	Jan. & July.	" "	1892	....				
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....				
General Mort. (R. R. & L'ds) stg.	2,020,000	7	Jan. & July.	" "	1892	....				
General Mort. (R. R. & L'ds) stg.	1,000,000	7*	" "	London	....	....			
1st M. (W. Line) R. R. & L'ds.	6,000,000	7	— & —	New York	....	....			
2d M. (W. Line) R. R. & L'ds.	3,000,000	7	— & —	" "	....	....			
St. Paul and Sioux City:											
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York	1898	....				
Land Stock on 400,000 acres.....	2,400,000	8	J. A. J. & J.	" "	1890	....				
St. Paul, Stillwater & Taylor's F.:											
1st Mortgage for \$450,000.....	....	8	Jan. & July.	New York	1901	....				
Salem (W. Jer.):											
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia	1878	....				
Balem and Lowell (B. & L.):											
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston	1878	....				
Sand, Mansfield & Newark (Q. & O.):											
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York	1900	....				
San Fran, Oakland & Alameda:											
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York	....	....			
Baratoga & Whitehall (R. & S.):											
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York	1886	....				
Savannah and Charleston:											
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York	1889	....				
State guaranteed (C. & S.) bonds	505,000	6	May & Nov.	Charleston	1870	....				
Funded Interest bonds.....	157,400	7	" "	" "	1889	....				
Savannah, Griffin & North Ala.:											
1st Mortgage for \$600,000 guar.....	152,000	7	Jan. & July.	Macon	1891	....				
Savannah and Memphis:											
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York	1890	....				
Schenectady & Susq. (D. & H. Can.):											
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York	1900	....				
Seaboard and Roanoke:											
1st Mortgage.....	210,000	7	Jan. & July.	New York	1880	....				
Seima and Gulf:											
1st M. (guar. by Ala.) \$16,000pm.	....	8*	April & Oct.	New York	1890	....				
Seima, Marion and Memphis:											
1st M. gold gr. by Ala. \$16,000pm.	....	8*	March & Sept.	New York	1889	....				
Seima, Rome and Dalton:											
1st Mortgage, tax free.....	6,000,000	7	April & Oct.	New York	1887	....				
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....				
Equipment Mortgage.....	230,000	10	" "	" "	1881	....				
Shamokin Valley & Pottav. (N. C.):											
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia	1872	....				
Sheboygan and Fond du Lac:											
1st Mortgage.....	729,000	7	June & Dec.	New York	1884	....				
Shehango and Allegheny:											
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York	1889	....				
Shepang Valley (Ct.):											
1st Mortgage.....	350,000	7	April & Oct.	New York	1891	....				
Shore Line (N. Y. & N. H.):											
1st Mortgage construction.....	200,000	7	March & Sept.	Boston	1880	....				
Sioux City and St. Paul:											
1st Mortgage.....	700,000	8	May & Nov.	New York	1901	....				
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....			

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where	Due.	Price.				When.	Where	Due.	Price.	
Toledo, Wabash and Western:														
1st Mort. (Tol. & Ill., 75 m.)...	\$900,000	7	Feb. & Aug.	New York.	1890	99	Western Maryland:							
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	99	1st Mortgage.....	\$100,000	6	Jan. & July.	Baltimore.	1890	91	
1st Mort. (Gt. W. R. R. W. D. 100m.)	4,000	10	April & Oct.	"	1868	6	1st Mort. endor. by Balt.	200,000	6	"	"	1890	96	
1st M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	Feb. & Aug.	"	1858	95	2d Mort.	30,000	6	"	"	1890	94	
1st Mort. (Quincy & Tol 34 m.)...	500,000	7	May & Nov.	"	1890	90	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	84	
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882	6	2d Mortgage preferred.	600,000	6	"	"	1895	83	
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	6	3d Mortgage endor. by Balt.	875,000	6	"	"	1900	96	
2d Mort. (T. Wab. & Wt. 167 m.)	1,600,000	7	"	"	1871	92	Western Pacific (Cen. Pac.):							
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	"	"	1893	87	1st Mortgage assumed, gold....	2,735,000	6*	Jan. & July.	New York.	1899	...	
Equipment (Tol. & Wab. 75m.)	600,000	7	"	"	1883	82	Western Pennsylvania (Penn.):							
Consol. Mortgage (600 m.)...	2,700,000	7	F. M. A. & N.	"	1907	87	1st Mortgage (main line 57 m.)	\$60,000	6	April & Oct.	Philadelphia.	1893	80	
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	"	"	1900	91	1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	...	
Troy, Salem & Rutland (R. & Sar.):							Western Union (M. & St. P.):							
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	...	1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1896	...	
Troy Union (and Depot):							West Jersey:							
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	...	Loan of Mar. 1, 1863 gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	...	
2d Mortgage, guaranteed.....	180,000	6	"	"	1878	...	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	96	
Tuckerton:							Consolidated mort. Apr. 1, 1869.	985,000	7	April & Oct.	"	1899	101	
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901	...	West Wisconsin:							
Union Pacific:							1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	...	
1st Mortgage gold, tax free.....	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	...	Whitehall & Plattsburgh (M. & P.):							
2d Mortgage (Gov. subsidy)....	27,236,000	6	"	"	'96-'99	91	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	...	
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	"	1899	78	Wicomico and Pocomoke:							
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	80	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	...	
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1890	...	Williamson and Tarboro':							
Union Pacific (Central Div.):							1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	...	
1st Mortgage gold, tax free.....	1,600,000	6*	May & Nov.	New York.	1895	...	Wilmington, Colum. & Augusta:							
2d Mortgage (Gov. subsidy)....	1,600,000	6	Jan. & July.	"	'96-78	...	1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	76	
Union Pacific, S. Br. (M. K. & T.):							Wilm., Charlotte & Rutherford:							
1st Mortgage gold, skg fund.....	3,595,000	6*	Jan. & July.	New York.	1899	...	1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	...	
Union & Titusville (O.C. & A. Riv.):							1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	...	
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	...	Wilmington and Reading:							
United Companies of New Jér.:							1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	98	
Sinking Fund sterling £262,000.	1,268,080	6	Jan. & July.	London.	1880	...	2d Mortgage coupon or regis....	725,000	7	Jan. & July.	"	1902	86	
Loan of 175 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	...	Wilmington and Weldon:							
Loan of 175 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	93	Sterling Bonds.....	648,700	6	Jan. & July.	London.	1881	...	
Loan of 1883 (" " ")	450,000	6	"	"	1878	...	Currency Bonds.....	221,400	7	May & Nov.	"	1882	...	
Loan of 1883.....	1,700,000	6	"	"	1883	92	Sinking Fund gold, Bonds.....	710,000	7*	Jan. & July.	New York.	1896	...	
Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	88	Wilmington and Western (Del.):							
Consolidated(mort.) Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	93	1st Mortgage, Jan. 1, 1872.....	400,000	7.3	J. A. & J. O.	Wilmington.	1892	...	
Sterling Loan £369,200.....	1,846,000	5*	March & Sept.	London.	1894	...	Winona & St. Peter (C. & N. W.):							
Sterling Loan £360,000.....	1,800,000	6*	"	"	1888	...	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. & July.	New York.	1890	87	
Loan of 1888.....	154,000	6	"	"	1888	...	2d Mortgage \$12,000 p. m.....	1,665,000	7	May & Nov.	"	1890	...	
Bond to State of New J. (N.J.C.):	100,000	7	Feb. & Aug.	New York.	1887	...	Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	"	1916	...	
Bond to State of N. Jér. (U.C.o's)	500,000	7	"	"	1894	...	Wisconsin Central:							
Loan of 1894.....	2,000,000	6	April & Oct.	Philadelphia.	1894	...	1st M. L. G., gold S. F. \$25,000pm.....	7*	Jan. & July.	Boston.	1901	...		
Utica and Black River:							1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	...	
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica.	1878	...	Worcester (M. D.):							
Utica, Chen. & Susq. Val. (D&H.C.):							1st Mortgage.....	125,000	7	Jan. & July.	Boston.	1890	...	
1st Mortgage.....	7						Plain Bonds.....	75,000	6	"	"	1890	...	
Utica, Ithaca and Elmira:							Plain Bonds.....	75,000	6	"	"	1890	...	
1st Mortgage gold, skg fund.....	25,000	m	7*	Jan. & July.	N. Y. & Lond.	1892								
Vermont Central:							CANAL BONDS:							
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	39	Chesapeake and Delaware:							
2d Mortgage consolidated.....	1,500,000	7	"	"	1891	20	1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	90	
1st Mort. (Stan., Sheff. & Ch. R. R.)	443,800	7	Jan. & July.	"	1887	78	Chesapeake and Ohio:							
Guar. Stock (Vt. & Ca.R.R.):	795,000	8	June & Dec.	"	1890	79	Maryland Loan sinking fund....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	...	
Equipment Mortgage.....	1,000,000	8	May & Nov.	"	1876-'77	...	Sterling Loan, guaranteed.....	4,375,000	5*	"	"	London.	1890	...
Equipment Mortgage.....	1,000,000	8	"	"	1889	79	Preferred Bonds (next lien)....	1,099,500	6	Jan. & July.	Baltimore.	1885	...	
Vermont and Massachusetts:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	...	
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	...	Delaware and Hudson:							
Convertible bonds, tax free.....	200,000	7	"	"	1879	100	1st Mort. (1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	...	
Vermont Valley (Rutland):							gagere - (2d series, July 1, 1869.	3,500,000	7	Jan. & July.	"	1884	103	
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	...	gistered - (3d series, Jan. 1, 1871.	5,000,000	7	"	"	1891	102	
1st Mortgage.....	114,000	6	"	"	1860	...	Delaware Division (L.C. &							
2d Mortgage.....	293,200	7	"	"	1859	...	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	...	
Vicksburg and Meridian:							Lehigh Coal and Navigation:							
1st series (red).....	722,500	7	Jan. & July.	Philadelphia.	1890	...	Mortgage Loan reg.....	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	36	
General 2d series (blue)....	850,000	7	"	"	1890	...	Mortgage Loan reg.....	2,00,000	6	F. M. A. & N.	"	1897	93	
Mortgage 3d series (black)....	184,000	7	"	"	1890	...	Mortgage (equip.) Loan, gold.....	4,944,000	6*	June & Dec.	"	1897	59	
4th series (not end.)....	1,273,000	7	April & Oct.	"	1880	...	Convertible Loan, gold.....	922,000	6*	March & Sept.	"	1894	93	
Special Loan 1871.....	225,439	8	Jan. & July.	"	1880	...	Convertible Bonds.....	1,406,879	6	June & Dec.	"	1877	19	
Vineyard:							Monongahela Navigation:							
1st Mortgage tax free.....	750,000	7	April & Oct.	New York.	1890	...	1st Mortgage.....	103,000	6	Jan. & July.	New York.	1887	...	
Virginia & Tennessee (A.M. & O.):							Morris (and Banking):							
1st Mortgage.....	494,000	6	Jan. & July.	N.Y. & Lynch.	1873	98	1st Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	95	
Enlarged Mortgage.....	990,000	6	"	"	1884	78	2d Mortgage.....	285,000	6	"	"	1876	...	
4th Mortgage.....	846,000	8	March & Sept.	"	1900	91	Boat Loan, sinking fund.....	236,965	7	"	"	1885	...	
Registered Certificates.....	123,208	8	Jan. & July.	"	1880	71-75	Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	...	
Funded Interest.....	204,200	8	"	"	1880	...	Pennsylvania:							
Income Mortgage (fundable)....	112,500	8	"	"	1866	...	1st Mortgage skg fund guar.....	2,205,000	6	Jan. & July.	Philadelphia.	1887	74	
Wallkill Valley (Erie):							1st Mortgage (Wy. Val. Can.):	600,000	6	"	"	1878	...	
1st Mortgage gold, tax free.....	20,000pm	7*	April & Oct.	New York.	1910	...	1st Mortgage (Eric Canal):	743,654	7	"	"	1886	...	
Ware River (Vt. Cen.):							Interest Bonds (Eric Canal) 1850	161,960	7	"	"	1873	...	
1st Mortgage gold, for \$750,000.	462,000	6*	June & Dec.	New York.	1890	...	Lehigh Coal Navigation (Ph. & Rdg:	1,748,957	6	March & Sept.	Philadelphia.	1882	77	
Warren (D. I. & W.):							1st Mortgage.....	4,016,670	6	Jan. & July.	"	1882	77	
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	...	Plain Bonds.....	85,222	6	"	"	1876	...	
2d Mortgage, guaranteed.....	750,000	7	May & Nov.	"	1900	...	Improvement bonds.....	302,500	6	May & Nov.	"	1870	...	
Warren & Franklin (O.C. & All.R.):							Boat and Car Loan.....	756,500	6	"	"	1888	...	
1st Mortgage, assumed.....	580,000	7	April & Oct.	Philadelphia.	1882	80	Boat and Car Loan.....	628,100	6	"	"	1889	...	
Warwick Valley (Erie):							Coupon Bonds.....	1,079,000	7	Jan. & July.	"	1895	...	
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	...	Susquehanna (S. & Tide Water):							
Washington and Ohio:							1st Mortgage.....	227,000	6	Jan. & July.	Philadelphia.	1894	76	
1st Mortgage gold, \$9,000,000.....	600,000	8	April & Oct.	New York.	1891	...	2d Mortgage.....	700,000	6	"	"	1885	...	
Watertown & Rome (R.W. & O.):							3d Mortgage atg.....	874,000	6*	"	"	London.	1878	...
Sinking Fund Bonds.....	799,900	7	March & Sept.	New York.	1880	...	Tide-Water (Susq. & Tide-W.):							
Westchester and Philadelphia:							1st Mortgage.....	97,810	6	Jan. & July.	Baltimore.	1894	...	
1st Mortgage.....	108,400	7	Jan. & July.	Philadelphia.	1873	...	2d Mortgage.....	300,000	6	"	"	1886	...	
General Mortgage, tax free.....	1,072,300	7	April & Oct.	"	1891	1014	3d Mortgage.....	457,000	6	"	"	1878	...	
Western of Alabama:							Union:							
1st Mortgage (Western R.R.):	600,000	8	April & Oct.	New York.	1888	...	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1893	...	
1st Mortgage (M. & W. Point R.R.):	750,000	8	"	"	1881	...	West Branch and Susquehanna:							
2d Mortgage (consols guar.):	1,146,000	8	"	"	1900	...	1st Mortgage.....	450,000	6					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." Stateaid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.

Railroad.	Property and Assets.			Liabilities.			Operations.			Earnings.			Value of Shares.				
	Railroad.			Accounts.			Passenger.			Net.			Freight.				
	Freight.	B. M. E.	Pass.	Rolling Stock.	Stocks.	Bonds.	Accounts.	Surplus Income.	Number.	Tons.	Freight.	Gross.	Net.	Passenger.	Number.	Tons.	
Sept. 30, 1871 00:2	1.5 125.0	3 3	3 3	66 Adirondack.	930,000	1,361,288	930,000	930,000	22,134	22,820	77,054	12,769	8	8	8	8	
May 1, 1871 296.0	14.8	20	400	Alabama and Chattanooga.	10,500,000	10,500,000	2,760,000	2,500,000	296.0	41,234	100,000	100,000	100	100	100	100	
Jan. 30, 1871 81.3	13.1	8	21	101 Alabama and Chattanooga.	10,500,000	10,500,000	1,600,000	1,600,000	82.8	187,411	100,000	100,000	100	100	100	100	
Sept. 30, 1871 142.0	85.6	21	12	740 Albany and Susquehanna.	12,000,000	12,000,000	3,250,000	4,389,000	83,440	164.0	267,487	7	100	100	100	100	
Dec. 31, 1871 152.0	61.0	21	12	21 Alexandria and Fredericksburg.	12,000,000	12,000,000	2,256,350	7,461,000	960,000	182.0	267,487	7	100	100	100	100	
Oct. 31, 1871 132.0	44.0	112.0	40	32 1,036 Allegheny Valley.	12,000,000	12,000,000	602,537	671,061	567,544	182.0	1,031,012	784,151	50	50	50	50	
Nov. 30, 1871 4.5	2.0	31.3	2	23 Allentown.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Dec. 31, 1871 187.1	5.0	10	2	23 Annapolis and Elkridge.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Apr. 30, 1872 25.0	—	2	3	35 Arkansas Central (3 ft.)	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Dec. 31, 1871 23.0	1.8	135.0	—	258 Atchison, Topeka & Santa Fe.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Dec. 31, 1871 185.0	8.0	265.0	17	9 4 258 Atchison, Topeka & Santa Fe.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 30.4	0.7	—	—	21 Atlantic and West Point.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
June 30, 1871 86.7	8.9	—	—	45 Atlanta & Rich.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
June 30, 1871 263.0	10.0	20.0	6 2 121 Atlanta and West Point.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50		
Dec. 31, 1871 387.3	166.0	79	33 3,380 Atlantic and Great West.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50		
Dec. 31, 1871 23.0	110.0	164.4	106.0	26 19 331 Atlantic and Gulf.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 49.0	20.0	29.0	10.0	26 19 747 Atlantic, Mississippi & Ohio.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
May 31, 1871 95.0	4.7	—	—	21 Atlantic and North Carolina.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Dec. 31, 1871 328.2	24.7	—	—	21 Atlantic and Pacific.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Dec. 31, 1871 149.5	1.5	—	—	18,119 Atlantic and Savannah.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Dec. 31, 1871 19.1	—	2	1	6 Avon, Genesee and Mount Morris.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 57.2	2.0	4.1	—	6 Bald Eagle Valley.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 87.8	32.0	71.3	—	29 Baltimore and Ohio.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 30.0	—	—	—	29 Boston, Barre and Gardner.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 103.5	18.4	—	—	29 Washington Branch.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
May 31, 1871 32.0	3.2	89.0	7	—	29 Baltimore and Potowmack.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50
Jan. 31, 1872 33.4	—	2.7	—	—	29 Baltimore and Moorehead Lake.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50
Dec. 31, 1871 21.2	1.8	3.4	5 2 66 Beloit and Show Shoe.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50		
Dec. 31, 1871 67.0	6.7	30	21 8	29 Belvidere Delaware.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Dec. 31, 1871 14.6	6.4	—	—	29 Binghamton and Cornell.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 45.0	30.4	180.0	183	29 Boston and Albany.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 23.4	1.0	—	—	29 Clinton and Fitchburg.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 41.6	1.3	—	—	29 Concord and Montreal.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Mar. 31, 1872 33.4	—	10.2	—	29 22 18 373 Boston, Hart and Erie.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 61.3	61.0	25.2	72.0	29 30 13 375 Boston, Hart and Erie.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 26.7	18.8	35.8	56.8	29 31 14 648 Boston and Lowell.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 74.5	6.5	—	—	29 32 22 18 377 Boston and Providence.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 44.0	4.0	62.0	—	29 36 62.0 378 Brockville and Ottawa.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 74.0	12.0	47.0	9 6	29 378 Brockville and Albany.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Dec. 31, 1871 172.0	12.0	70.0	13 12 6	29 379 Brunswick and Pultenay.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Dec. 31, 1871 172.0	2.0	—	—	29 380 Buff.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 43.2	—	5.2	7 3	29 381 Buff., Corry and Pultenay.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 142.0	14.2	—	—	29 382 Camden and Amity.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 68.0	3.2	51.0	5 5	29 383 Camden and Burlington.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1872 239.0	20.0	22 16	—	29 384 Central and Cuyahoga.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1872 166.0	53.8	42.4	70.0	29 385 Central and Cedar Rapids.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1872 100.0	—	3.0	16.0	29 386 Central and Mississippi River.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Dec. 31, 1872 100.0	—	3.0	16.0	29 387 Central and Missouri River.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 44.0	4.0	8.0	—	29 388 Central and St. Lawrence.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Dec. 31, 1872 162.0	4.2	—	—	29 389 Central and Saginaw.	12,000,000	12,000,000	580,000	580,000	960,000	182.0	1,031,012	784,151	50	50	50	50	
Sept. 30, 1871 14.7	—	2.2	2 2	29 390 Central and St. Paul.	12,000,000	12,000,000											

RAILROAD SHARE LIST, including Mileage, Rolling stock, Debts, Income, Dividends, &c., &c.

in detail (?) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics."

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Abstract of General Balance Sheet.									
Market. Par.		Dividends.		Earnings.		Operations.			
				Net.		Gross.		Freight.	
		Passen- gers.							
Trains Moved.		M.		M.		Tons.		Tons.	
Railroad Operated.		M.		M.		Number.		Number.	
Surplus Income.		\$ 2,939,022		\$ 135,169		1,098,100		232,180	
Accounts.		\$ 2,939,022		\$ 1,241,500		1,041,184		674,686	
Bonds.		\$ 2,939,022		\$ 306,045		1,025,000		277,674	
Stocks.		\$ 2,939,022		\$ 1,056,000		1,071,000		253,122	
Accounts and Cash.		\$ 2,939,022		\$ 90,000		1,000,000		108,160	
Assets.		\$ 2,939,022		\$ 273,000		1,000,000		100,000	
Rolling Stock.		\$ 2,939,022		\$ 273,000		1,000,000		100,000	
Railroad.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Companies.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Property and Assets.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Liabilities.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Accounts.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Bonds.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Stocks.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Accounts and Cash.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Assets.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Rolling Stock.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Railroad.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Companies.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Freight.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
B. M. E.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Pass.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Engines.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Railroad in progress.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
2d Track and Sidinga.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Branch Line.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Main Line.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Years ending		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Cars.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Freight.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
B. M. E.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Pass.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Engines.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Railroad.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Companies.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Freight.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
B. M. E.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Pass.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Engines.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Railroad in progress.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
2d Track and Sidinga.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Branch Line.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Main Line.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Cars.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Freight.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
B. M. E.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Pass.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Engines.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Railroad.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Companies.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Freight.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
B. M. E.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Pass.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Engines.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Railroad.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Companies.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Freight.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
B. M. E.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Pass.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Engines.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Railroad.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Companies.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Freight.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
B. M. E.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Pass.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Engines.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Railroad.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Companies.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Freight.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
B. M. E.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Pass.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Engines.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	
Railroad.		\$ 2,939,022		\$ 273,000		\$ 273,000		\$ 273,000	

Rolling Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State and Railroads are distinguished by a "u."

Abstract of General Balance Sheet

Abstract of General Income Sheet.									
Market.		Earnings.		Operations.					
Par.	Dividends.	Net		Gross.		Carried one mile.			
		Freight.		Tons.		Tons.			
		Passen- ger- ers.	Number.	M.	M.	M.	M.	M.	p.c.
Railroad Operated.		Trains Moved.		M.		M.			
Surplus Income.		Accounts.		\$ 5,466		\$ 1,191			
Accounts.		Stocks.		\$ 217,290		(\$ 4,880)			
Bonds.		Bonds.		\$ 161,000		(\$ 1,947)			
Assets.		Assets.		\$ 1,625,292		(\$ 1,947)			
Railroad.		Accounts and Cash.		\$ 1,169,406		(\$ 1,947)			
Property and Assets.		Liabilities.		\$ 1,068,027		(\$ 1,947)			
Companys.		Surplus Income.		\$ 1,068,027		(\$ 1,947)			
Freight.		Accounts.		\$ 1,068,027		(\$ 1,947)			
B. M. E.		Stocks.		\$ 1,068,027		(\$ 1,947)			
Fees.		Bonds.		\$ 1,068,027		(\$ 1,947)			
Engines.		Assets.		\$ 1,068,027		(\$ 1,947)			
Railroad in progress.		Accounts.		\$ 1,068,027		(\$ 1,947)			
2d Track and Sidinga.		Liabilities.		\$ 1,068,027		(\$ 1,947)			
Branch Line.		Surplus Income.		\$ 1,068,027		(\$ 1,947)			
Main Line.		Accounts.		\$ 1,068,027		(\$ 1,947)			
Cars.		Assets.		\$ 1,068,027		(\$ 1,947)			
Freight.		Bonds.		\$ 1,068,027		(\$ 1,947)			
B. M. E.		Stocks.		\$ 1,068,027		(\$ 1,947)			
Fees.		Accounts.		\$ 1,068,027		(\$ 1,947)			
Engines.		Liabilities.		\$ 1,068,027		(\$ 1,947)			
Railroad in progress.		Surplus Income.		\$ 1,068,027		(\$ 1,947)			
2d Track and Sidinga.		Accounts.		\$ 1,068,027		(\$ 1,947)			
Branch Line.		Assets.		\$ 1,068,027		(\$ 1,947)			
Main Line.		Liabilities.		\$ 1,068,027		(\$ 1,947)			
Cars.		Surplus Income.		\$ 1,068,027		(\$ 1,947)			
Freight.		Accounts.		\$ 1,068,027		(\$ 1,947)			
B. M. E.		Stocks.		\$ 1,068,027		(\$ 1,947)			
Fees.		Bonds.		\$ 1,068,027		(\$ 1,947)			
Engines.		Assets.		\$ 1,068,027		(\$ 1,947)			
Railroad in progress.		Liabilities.		\$ 1,068,027		(\$ 1,947)			
2d Track and Sidinga.		Surplus Income.		\$ 1,068,027		(\$ 1,947)			
Branch Line.		Accounts.		\$ 1,068,027		(\$ 1,947)			
Main Line.		Assets.		\$ 1,068,027		(\$ 1,947)			
Cars.		Liabilities.		\$ 1,068,027		(\$ 1,947)			
Freight.		Surplus Income.		\$ 1,068,027		(\$ 1,947)			
B. M. E.		Accounts.		\$ 1,068,027		(\$ 1,947)			
Fees.		Stocks.		\$ 1,068,027		(\$ 1,947)			
Engines.		Bonds.		\$ 1,068,027		(\$ 1,947)			
Railroad in progress.		Assets.		\$ 1,068,027		(\$ 1,947)			
2d Track and Sidinga.		Liabilities.		\$ 1,068,027		(\$ 1,947)			
Branch Line.		Surplus Income.		\$ 1,068,027		(\$ 1,947)			
Main Line.		Accounts.		\$ 1,068,027		(\$ 1,947)			
Cars.		Assets.		\$ 1,068,027		(\$ 1,947)			
Freight.		Liabilities.		\$ 1,068,027		(\$ 1,947)			
B. M. E.		Surplus Income.		\$ 1,068,027		(\$ 1,947)			
Fees.		Accounts.		\$ 1,068,027		(\$ 1,947)			
Engines.		Stocks.		\$ 1,068,027		(\$ 1,947)			
Railroad in progress.		Bonds.		\$ 1,068,027		(\$ 1,947)			
2d Track and Sidinga.		Assets.		\$ 1,068,027		(\$ 1,947)			
Branch Line.		Liabilities.		\$ 1,068,027		(\$ 1,947)			
Main Line.		Surplus Income.		\$ 1,068,027		(\$ 1,947)			
Cars.		Accounts.		\$ 1,068,027		(\$ 1,947)			
Freight.		Stocks.		\$ 1,068,027		(\$ 1,947)			
B. M. E.		Bonds.		\$ 1,068,027		(\$ 1,947)			
Fees.		Assets.		\$ 1,068,027		(\$ 1,947)			
Engines.		Liabilities.		\$ 1,068,027		(\$ 1,947)			
Railroad in progress.		Surplus Income.		\$ 1,068,027		(\$ 1,947)			
2d Track and Sidinga.		Accounts.		\$ 1,068,027		(\$ 1,947)			
Branch Line.		Stocks.		\$ 1,068,027		(\$ 1,947)			
Main Line.		Bonds.		\$ 1,068,027		(\$ 1,947)			
Cars.		Assets.		\$ 1,068,027		(\$ 1,947)			
Freight.		Liabilities.		\$ 1,068,027		(\$ 1,947)			
B. M. E.		Surplus Income.		\$ 1,068,027		(\$ 1,947)			
Fees.		Accounts.		\$ 1,068,027		(\$ 1,947)			
Engines.		Stocks.		\$ 1,068,027		(\$ 1,947)			
Railroad in progress.		Bonds.		\$ 1,068,027		(\$ 1,947)			
2d Track and Sidinga.		Assets.		\$ 1,068,027		(\$ 1,947)			
Branch Line.		Liabilities.		\$ 1,068,027		(\$ 1,947)			
Main Line.		Surplus Income.		\$ 1,068,027		(\$ 1,947)			
Cars.		Accounts.		\$ 1,068,027		(\$ 1,947)			
Freight.		Stocks.		\$ 1,068,027		(\$ 1,947)			
B. M. E.		Bonds.		\$ 1,068,027		(\$ 1,947)			
Fees.		Assets.		\$ 1,068,027		(\$ 1,947)			
Engines.		Liabilities.		\$ 1,068,027		(\$ 1,947)			
Railroad in progress.		Surplus Income.		\$ 1,068,027		(\$ 1,947)			
2d Track and Sidinga.		Accounts.		\$ 1,068,027		(\$ 1,947)			
Branch Line.		Stocks.		\$ 1,068,027		(\$ 1,947)			
Main Line.		Bonds.		\$ 1,068,027		(\$ 1,947)			
Cars.		Assets.		\$ 1,068,027		(\$ 1,947)			
Freight.		Liabilities.		\$ 1,068,027		(\$ 1,947)			
B. M. E.		Surplus Income.		\$ 1,068,027		(\$ 1,947)			
Fees.		Accounts.		\$ 1,068,027		(\$ 1,947)			
Engines.		Stocks.		\$ 1,068,027		(\$ 1,947)			
Railroad in progress.		Bonds.		\$ 1,068,027		(\$ 1,947)			
2d Track and Sidinga.		Assets.		\$ 1,068,027		(\$ 1,947)			
Branch Line.									

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.]	Amount out-standing.	Div'ds
	Rate.	Paid.
	Market Price.	
RAILROAD STOCKS:		
Atlantic & Gt. West'n (O. D.), pref.	\$1,919,000	7
Atlantic and St. Lawrence,* guar.	2,494,000	4
Baltimore and Ohio, pref.	3,000,000	6
Berkshire,* guaranteed.	600,000	7
Bloomsburg and Corning,* guar.	250,000	5
Boston, Concord and Montreal, pref.	1,340,000	6
Buffalo, N. York and Erie,* guar.	950,000	7
Camden and Atlantic, pref.	753,685	7
Uatawissa,* pref. and guar.	2,200,000	7
Cayuga and Susquehanna,* guar.	589,110	9
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7
Central Ohio, preferred.	400,000	7
Chesmung,* guar.	350,000	8
Cheshire, preferred.	2,017,815	7
Chicago and Alton, pref.	2,425,400	10
Chicago, Iowa and Nebraska,* guar.	2,600,000	10
Chicago and Northwestern, pref.	20,370,293	7
Cleveland and Mahoning,* guar.	2,056,000	7
Cleveland and Toledo,* f. guar.	6,250,000	3
Joachico, preferred.	177,750	8
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6
Cumberland Valley, 1st pref.	241,900	6
" " 2d pref.	242,000	8
Delaware,* guaranteed.	594,261	6
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7
Dubuque Southwestern, pref.	330,308	7
Eastern (N. H.),* guaranteed.	492,500	8
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5
Elmira and Williamsport,* guar.	500,000	5
Elmira and Williamsport,* preferred and guaranteed.	500,000	7
Erie, preferred.	8,538,910	7
Evansville and Crawfordsville, pref.	100,000	8
Hannibal and St. Joseph, pref.	5,785,224	7
Harrisburg and Lancaster,* guar.	1,182,550	7
Housatonic, preferred.	1,180,000	8
Huntingdon & Broad Top Mountain, preferred.	190,750	7
Joliet and Chicago,* guar.	1,500,000	7
Joliet and Northern Indiana,* guar.	300,000	8
Lackawanna and Bloomsburg, pref.	600,000	7
Leeds and Farmington,* guar.	5	
Little Schuylkill,* guar.	2,640,100	7
Louisville, Cincinnati and Lexington, preferred.	848,700	9
Marietta and Cincinnati, 1st pref.	6,568,135	9
" " 2d pref.	4,051,744	6
Manchester and Lawrence.	1,000,000	9
Michigan Southern, guaranteed.	585,800	10
Mill Creek and Mine Hill,* guar.	323,375	10
Milwaukee and St. Paul, preferred.	9,744,268	7
Mine Hill and Schuylkill Haven,* guaranteed.	3,775,000	8
Mount Carbon & Pt. Carbon,* guar.	282,250	12
New Haven and Northampton*.	1,344,000	8
New York and Harlem, pref.	1,500,000	8
Niagara Bridge and Canandaigua,* guar.	1,000,000	6
North Eastern (S. C.) preferred.	155,000	8
Ogdensburg and L. Champlain, pref.	1,037,000	8
Ohio and Mississippi, pref.	3,500,000	7
Paterson and Hudson,* guar.	630,000	8
Paterson and Ramapo,* guar.	243,000	5
Peoria and Bureau Valley,* guar.	1,200,000	6
Philadelphia and Erie,*	5,996,700	10
Philadelphia and Reading, pref.	1,551,800	10
Philadelphia and Trenton,* f. guar.	1,099,720	10
Pittsfield and North Adams,* guar.	450,000	6
Potl. & Kennebec (Yarmouth) guar.	204,000	6
Portland, Sago & Portmouth,* guar.	1,500,000	6
Portsmouth and Concord*.	360,000	7
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7
Rochester and Genesee Valley*.	557,560	7
Rutland, preferred.	7	
St. Louis, Alton and T. R., pref.	2,040,000	7
Sandusky and Cincinnati, pref.	445,516	6
Schuylkill Valley,* guar.	576,080	5
Shanokin Valley & Pottsville,* guar.	869,450	5
Tol. Peoria & Warsaw 1st pref.	1,700,000	7
" " 2d pref.	1,300,000	7
Toledo, Wabash and Western, pref.	1,000,000	7
Troy and Greenbush,* guar.	274,000	7
Vermont and Canada,* guar.	2,500,000	8
Warren,* guar.	1,408,300	7
White Mountains,* guar.	200,000	5
Wright's, York & Gettysburg,* pref.	317,050	2
CANAL STOCKS:		
Delaware Division,* guar.	1,623,350	8
Morris, preferred.	1,175,000	10
Schuylkill Navigation, pref.	2,888,997	6
Union, preferred.	6	12
MICHLINIAN STOCKS:		

WHOLESALE PRICE CURRENT.

IRON-DUITY: Bars, 1 to $1\frac{1}{2}$ cents per lb.; Railroad, 70 cents per 103 lb.; Boiler and Plate, $1\frac{1}{2}$ cents per lb.; Sheet, Broad, Hoop and Scroll, $1\frac{1}{2}$ cents per lb.; Fig, 97 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24¢; Scrap Cast, 6¢; Scrap Wrought, 8¢ per ton—all less 10 per cent. No Bar Iron to pay a less duty than 36 per cent ad val.

Pig, Scotch—Coltness.....	per ton	54	— @ 55		
Gartsherrie.....		50	— @ 51		
Glenangnock.....		48	— @ 49		
Eglinton.....		45	— @ 46		
Pig, American, No. 1.....		45	— @ 50		
Pig, American, No. 2.....		46	— @ 48		
Pig, American, Forge.....		39	— @ 42		
Bar, Refined, English and American.....	110	— @ 120	Bar, Sweden, assorted sizes.....	— @ 130	STORE PRICES.
Bar, Sweden, 1½ x 1½ x 1½ to 5x 1½ x 1½ to 2sq. x 1½ x 1½.....	145	— @ 155			
Bar, Refined, 1½ to 2 in. rd. & sq.—1 to 6 in.					
1 x 1 in.....	105	— @ 107	50		
Bar, Refined, 1½ to 6 by 1½ & 5-16 in.....	110	— @ 112	50		
Bar, Refined, 1 & 1½ by 1 & 5-16.....	112	50	— @ 115		
Large Rounds, 2½ to 2½ to 3½ to 4 in.		112	50	— @ 125	
Scroll.....		120	— @ 150		
Ovals and Half-round.....		130	— @ 150		
Band, 1 to 6 in. by 3-16 to No. 12.....		120	— @ 122	50	
Horse Shoe.....		117	50	— @ 127	50
Rods, 1½-3-16 inch.....		110	— @ 152	50	
Hoop, 1 by No. 22 to 1 & 1½ by 13 & 14.....	127	50	— @ 172	50	
Nail Rod.....	per lb.	—	— @ 9		
Sheet, Russia, as to assortment.....	(gold)	15	— @ 16		
Sheet, Single D. and T. Common.....		6	— @ 7		
Sheet, Doubles and Trebles, Charcoal.....		7	— @ 8		
Sheet, Galvanized.....		List 15 per ct. disc.			
Rails, English.....	(gold)	per ton.	70	— @ 72	
Rails, American, at Works in Penna.—c.y. 80		— @ 72			
Anvils, (Eagle).....	per lb currency	—	9	— @	
STEEL—DUTY: Bars and Ingots, valued at 7 cent's per lb. or under, 2½ cents; over 7 cents and not above 11 3 cent's per lb.; over 11 cent's, 3½ cents per lb., and 10 per cent ad val., all less 10 per cent. (Store prices.)					
English, Cast (2d and 1st quality).....	per lb.	18	— @	22	
English Spring (2d and 1st quality).....		9	— @	10	
English Blister (2d and 1st quality).....		11½	— @	14	
English Machinery.....		11½	— @	14	
English German (2d and 1st quality).....		11½	— @	12	
American Blister.....		—	— @	11	
American, Cast, Tool.....		—	— @	17	
American, Spring.....		—	— @	11	
American Machinery.....		—	— @	11	
American German.....		9	— @	11	
NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.					
10d. to 6d. Common.....	per kg.	\$5 50	— @		
8d. and 9d. "		—	— @	5 75	
6d. and 7d. "		—	— @	6	
4d. and 5d. "		—	— @	6 25	
3d. "		—	— @	7	
Cut, 2d and 3d. Fine.....		—	— @	7 75	
4d. and 4d. Sugar Box.....		—	— @	6 50	
Cut Spikes, all sizes.....		—	— @	5 75	
Horse Shoe, Forged (No. 10 to 6).....	per lb.	21	— @	33	
Copper.....		—	— @	45	
Yellow Metal Sheathing and Slating.....		27	— @	45	
TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.					
Banca.....	(gold) per lb.	—	— @	33	
Straits.....	(gold)	31	— @	44	
English.....	(gold)	31½	— @	31	
Plates—Fair to good brands.....	Gold		Currency		
I. C. Charcoal.....	per box.	10 87½	@ 11	12 50	@ 13
I. C. Coke.....	9 50	@ 10	— 11	— 11	50
Coke Terne.....	8 50	@ 9	9 75	@ 10	25
Charcoal Terne.....	9 75	@ 10	11 25	@ 11	75
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.					
Crude, 40 @ 48 gravity (in bulk).....		11 ½	—		
Crude, 40 @ 47 gravity (in shipping order).....		16	— @	17	
Refined, Standard White (in ship'g order).....		—	— @	27	
Refined, S. W. (in jobbing lots).....		27	— @	28	
Refined, S. W. (in tin).....		29	— @	29	
Naphtha, Refined, (65 @ 73 gravity).....		16½	— @	17	
Residuum.....	per bbl.	11	— @		
COPPER—DUTY: Pig, Bar and Ingots, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.			All Chas.		
Copper, New Sheathing, (over 12 oz.) per lb.—		—	— @	43	
Copper, Bolts.....		—	— @	45	
Copper, Braziers' (over 16 oz.).....		—	— @	45	
Copper, Nails.....		—	— @	45	
Copper, Old Sheathing, &c., mixed lots.....		—	— @	30	
Copper, English Pig.....		28	— @	32	
Copper, American Ingot.....		—	— @	32	
LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1 cent per lb.; Pipe and Sheet, 4 cents per lb.—all less 10 per cent.		28	— @	29	
Spanish.....	(gold) per 100 lb.	6 42	@ 2	6 50	
German.....	(gold)	6 42	@ 2	6 50	
English.....	(gold)	6 40	@ 7		
Bar.....		—	— @		
Sheet.....		—	— @	9 25	
Colwell—Shaw & Willard Tin-Lined Lead Pipe 1.5c pr. ft.		—	— @	11	
C—T—L—DUTY: Bituminous, 75 cts. per ton of 28 bushels 30 lb. to the bushel; Anthracite, FREE; other, 40 cent per 28 bushels of 30 lb. to the bushel.					
Newcastle Gas.....	per ton of 2240 lb.	nominal			

New York Stock Exchange

New York Stock Exchange.
Actual Sale Prices for the week ending Dec. 25

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Fri. 24.	W. 25.
Canton Co.....	101 $\frac{1}{4}$	102 $\frac{1}{4}$	102$\frac{1}{4}$	102$\frac{1}{4}$	102$\frac{1}{4}$	102$\frac{1}{4}$
Central Pacific Co.....	102 $\frac{1}{2}$	102$\frac{1}{2}$	102$\frac{1}{2}$	102$\frac{1}{2}$	102$\frac{1}{2}$	102$\frac{1}{2}$
Central of N. Jersey.....	101 $\frac{1}{4}$	100 $\frac{1}{2}$	100			
Chicago & Alton.....		112				
.. pref.....						
.. 1 M.....						
.. S. F.....						
.. Inc. bds.....						
Chicago, Burl. & Q.....						
.. 8s, 1883.....			112			
Chic. & Northwestern.....	82	82 $\frac{1}{2}$				
.. pref.....	86 $\frac{1}{2}$	87	86 $\frac{1}{2}$	87	86	
.. 18 M.....						
.. S. F.....				100		
.. Consol.....			92	92		
Chic., Rock Isl. & Pac. 110 $\frac{1}{2}$	110	110 $\frac{1}{2}$	110 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	
Chi., R. I. & Pa. 7s, 1896.103 $\frac{1}{2}$			103 $\frac{1}{2}$	104		
Clev., Col., C. and Ind.....				93	93	
Clev. & Pittsburg guar.....	88	89	89		89	
.. 2 M.....						
.. 3 M.....				98		
.. 4 M.....				86 $\frac{1}{2}$		
Clev. and Toledo.....						
.. S. F. 7s.....						
Col., Chi., & Ind. C..... 35 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	
.. 1 M.....	88	88 $\frac{1}{2}$		88		
.. 2 M.....	73			73	73	
Del. & Hudson Canal.... 119	119			119	119	
Del. Lack. & Western.... 92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	
.. 1 M. 7s.....						
.. 2 M. 7s.....				96		
Eric Railway.....	57 $\frac{1}{2}$	60 $\frac{1}{2}$	59 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$	
.. pref.....	78	78 $\frac{1}{2}$	80			
.. 1 M. 7s, 1897.....						
.. 2 M. 7s, 1879 97 $\frac{1}{2}$						
.. 3 M. 7s, 1883.....						
.. 4 M. 7s, 1880.....						
.. 5 M. 7s, 1888.....						
.. 7s, con. gold.....						
Great Western 2d mort.....						
Hannibal & St. Joseph.... 48 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$	
.. pref.....	68 $\frac{1}{2}$		67	70	70	
.. 8s, conv.....						
Hudson River.....						
.. 2 M. S. F.....			102 $\frac{1}{2}$			
.. 3 M. 7s, 1875.....						
Illinois Central.....				125		
.. bonds.....						
Lake Shore & Mich. S'th. 94 $\frac{1}{2}$	95	94 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$	
Lake Shore Div. bonds.....		93	93	93 $\frac{1}{2}$		
Marietta & Clin. 1st pref. 28 $\frac{1}{2}$			28			
.. 2d pref.....						
Michigan Central..... 114 $\frac{1}{2}$		115	115 $\frac{1}{2}$	116		
.. S. F. 8s, 1882.115.....						
M. S. and N. L. I. M. S. F.....						
.. 2 M.....		98				
Mariposa Mining Co.....						
.. pref.....	2 $\frac{1}{2}$		2 $\frac{1}{2}$		2 $\frac{1}{2}$	
Milw. and St. Paul.....	54	55	55 $\frac{1}{2}$	54 $\frac{1}{2}$	54 $\frac{1}{2}$	
.. pref.....	77 $\frac{1}{2}$	77$\frac{1}{2}$	77$\frac{1}{2}$	77$\frac{1}{2}$	77$\frac{1}{2}$	
.. 1st mort.....		94	93 $\frac{1}{2}$			
.. 2d mort.....						
.. 8s.....						
.. 7-10s con. 93.....						
.. 7s, gold..... 98 $\frac{1}{2}$	98 $\frac{1}{2}$					
Missouri 6s.....		95		95	95 $\frac{1}{2}$	95
.. H. & St. J. iss.....			92			
Morris and Essex.....					89 $\frac{1}{2}$	90
.. 1st mort.....						103 $\frac{1}{2}$
.. 2d mort.....	97 $\frac{1}{2}$	97 $\frac{1}{2}$				
New York Central.....						
.. 7s, S.F. 1876.....						
.. 6s, S.F. 1883.....		92				
.. 6s, S.F. 1887.....						
N. Y. Can. & Hud. Riv. 97 $\frac{1}{2}$		97 $\frac{1}{2}$	96 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	
N. York and Harlem.....		117	113 $\frac{1}{2}$	114 $\frac{1}{2}$	116 $\frac{1}{2}$	
.. pref.....						
.. 1 M. 7s, 1873.....		100 $\frac{1}{2}$				
N. Carolina 6s, old.....						
.. new.....						
Ohio and Miss.....		47 $\frac{1}{2}$	48	48 $\frac{1}{2}$	48 $\frac{1}{2}$	
.. pref.....						
.. 1st M.....						
Pacific Mail & S. Co.... 76 $\frac{1}{2}$	78	78	78	75 $\frac{1}{2}$	74 $\frac{1}{2}$	
Panama.....		130				
Phila. and Reading.....						
Pitts. Ft. W. & Chi. gtd.....						
.. 1 M.....			104			
.. 2 M.....						
.. 3 M.....						
Quicksilver Mining Co.....		46	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	
St. L., Alton & T. H.....						
.. pref.....						
.. 1 M.....			100 $\frac{1}{2}$			
.. 2 M. pref.... 89						
.. Income bds.....						
Tennessee 6s, old.....	80 $\frac{1}{2}$	80	80		79 $\frac{1}{2}$	
.. new.....	80 $\frac{1}{2}$				80	
Tol., Wab. & Western.... 72 $\frac{1}{2}$	72 $\frac{1}{2}$	72 $\frac{1}{2}$	74 $\frac{1}{2}$	74 $\frac{1}{2}$	75	
.. pref.....						
.. 1 M.....	99					
.. 2 M.....			92			
.. Equipment.....						
.. St. Louis Div.... 91 $\frac{1}{2}$						
Union Pacific.....		37 $\frac{1}{2}$	38	37 $\frac{1}{2}$	38	
.. 1st mort.... 89		88	90	90 $\frac{1}{2}$	91	
.. L. Gt. 7s.... 78 $\frac{1}{2}$		78 $\frac{1}{2}$	78	78	78	
.. Inc. 10s.... 80 $\frac{1}{2}$		80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$		
Virginia 6s, old.....						
.. new.....						
.. consol.....	56		56 $\frac{1}{2}$	56 $\frac{1}{2}$		
.. def. cort.....			154	154		

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 25.

Th.19. F.20. Sat.21. M.23. Tu.24. W.25

FEDERAL STOCKS:—						
U. S. 6s, 1874, reg.	109 $\frac{1}{2}$					
U. S. 6s, 1874, coup.	109 $\frac{1}{2}$					
U. S. 6s, 10-40s, reg.	109 $\frac{1}{2}$					
U. S. 6s, 10-40s, coup., 109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$
U. S. 6s, 1881, reg.	114 $\frac{1}{2}$					
U. S. 6s, 1881, coup.	117 $\frac{1}{2}$					
U. S. 6s, 5-20s, reg. '62.	112 $\frac{1}{2}$					
U. S. 6s, 5-20s, c. 1862.	112 $\frac{1}{2}$					
U. S. 6s, 5-20s, reg. '64.	112 $\frac{1}{2}$					
U. S. 6s, 5-20s, c. 1864.	112 $\frac{1}{2}$					
U. S. 6s, 5-20s, reg. '65.	112 $\frac{1}{2}$					
U. S. 6s, 5-20s, c. 1865. 112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$
U. S. 6s, 5-20s, r. n. '65.	112 $\frac{1}{2}$					
U. S. 6s, 5-20s, c. n. '65. 115 $\frac{1}{2}$	115 $\frac{1}{2}$					
U. S. 6s, 5-20s, reg. '67.	112 $\frac{1}{2}$					
U. S. 6s, 5-20s, c. 1867. 116 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$
U. S. 6s, 5-20s, reg. '68.	116 $\frac{1}{2}$					
U. S. 6s, 5-20s, c. '68.	116 $\frac{1}{2}$					
U. S. 6s, Pac.R.R. issue. 112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 24.

W.18. Th.19. F.20. Sat.21. M.23. Tu.24

Catawissa preferred ... 42 $\frac{1}{2}$... 42						
Camden and Amboy.	...	...	...	...	...	...
... 6s, 1875.	...	...	...	...	...	...
... 6s, 1883.	...	...	...	...	...	...
... 6s, 1889.	...	...	...	...	...	...
... mort. 6s, '89.	93	...	...	...	...	...
Elmira & Williamsport.	...	...	...	...	...	...
... pref.	...	...	...	...	...	...
... 7s.	...	...	...	...	...	...
Lehigh Navigation.	36 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$
... 6s, 1884.	88	...	...	86 $\frac{1}{2}$	...	...
... Gold L.	...	...	89 $\frac{1}{2}$	...	...	...
... R. R. L.	...	...	...	...	...	...
... Conv. L.	...	...	...	...	...	...
Lehigh Valley R. R.	59 $\frac{1}{2}$	59 $\frac{1}{2}$	59$\frac{1}{2}$	59$\frac{1}{2}$	59$\frac{1}{2}$	59$\frac{1}{2}$
... 6s new coup.	...	...	...	...	...	...
... 6s new reg.	...	...	...	...	...	...
Little Schuylkill R.R.	47 $\frac{1}{2}$	...	47 $\frac{1}{2}$	...	...	...
... 7s.	...	...	...	...	...	...
Minehill.	53 $\frac{1}{2}$	...	...	...	...	...
Morris Canal.	...	...	...	...	...	...
... pref.	125	...	...	...	...	...
North Pennsylvania.	...	...	...	...	...	...
... 6s, 1880.	99 $\frac{1}{2}$	...	...	...	...	...
... 7s.	...	...	...	...	...	...
... 10s, 1887.	...	...	...	...	...	...
Northern Central.	...	...	...	...	...	...
Oil Creek & Allegh. Riv.	35 $\frac{1}{2}$	35	35 $\frac{1}{2}$	...	...	...
...	7s.	...	...	...	...	...
Pennsylvania R. R.	56 $\frac{1}{2}$	56 $\frac{1}{2}$	55 $\frac{1}{2}$	56	56 $\frac{1}{2}$	56 $\frac{1}{2}$
... 1st M.	...	...	...	...	...	...
... 2d M.	...	...	97	...	...	...
... Gen. mort.	...	...	...	...	...	...
... reg.	...	...	...	...	...	...
Penn. State. 6s, 1st series.	...	...	...	...	...	...
... 6s, 2d series.	...	...	...	...	...	...
... 6s, 3d series.	109	...	...	...	...	95
Philadelphia City, 6s.	...	...	...	...	...	...
... new.	99 $\frac{1}{2}$	99$\frac{1}{2}$	99$\frac{1}{2}$	99$\frac{1}{2}$	99$\frac{1}{2}$	100
Philad., Germ. & Nor.	...	...	...	...	...	85
Phila. & Reading.	58 $\frac{1}{2}$	58 $\frac{1}{2}$	58$\frac{1}{2}$	58$\frac{1}{2}$	58$\frac{1}{2}$	58$\frac{1}{2}$
Philadelphia and Erie.	26	27	26	27	26	27
... 6s.	...	...	...	...	...	...
... 7s.	92 $\frac{1}{2}$	...	92	...	...	...
Phila. Wilm. & Balt.	...	...	...	...	...	...
Schuylkill Navigation.	...	...	...	...	...	...
... pref.	13 $\frac{1}{2}$	...	13 $\frac{1}{2}$	...	...	...
... 6s, 1882.	...	...	...	...	...	...
... 6s, 1876.	...	...	...	...	...	...
... 6s, 1872.	...	...	...	...	...	...
United Co. of N. Jersey.	124	...	124	...	121 $\frac{1}{2}$	...
Hestonville, (Horse).	...	...	...	...	...	...
Chestnut & Wal.	...	...	...	...	...	...
Green & Coates.	...	...	...	...	...	...
2d and 3d streets.	...	...	...	...	...	...
Spruce and Pine.	...	...	...	...	...	...
13th and 15th sts.	...	...	...	...	...	...

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 24.

W.18. Th.19. F.20. Sat.21. M.23. Tu.24

Baltimore City 6s, 1875. ... 28 $\frac{1}{2}$ 96 $\frac{1}{2}$... 96 $\frac{1}{2}$						
... 1886.	...	...	...	...	...	...
... 1890.	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$
... 1884.	...	...	...	...	...	...
... 1900.	96 $\frac{1}{2}$	...	...	...	...	...
Balt and Ohio.	154 $\frac{1}{2}$	...	154 $\frac{1}{2}$	155	...	...
... bonds, 1875. 98	...	...	...	98 $\frac{1}{2}$	...	...
... 1880.	...	...	...	98 $\frac{1}{2}$	...	...
... 1885.	...	...	...	98 $\frac{1}{2}$	...	...
Marietta & Cinc. 1st M.	99	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$
... 2d M.	...	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86 $\frac{1}{2}$
... 3d M. 8s.	85	85	85	85	85	85
Northern Central.	...	38	...	...	...	...
... bonds, 1885.	...	...	...	...	...	...
... 1900.	...	...	...	...	...	...
Pittsb. & Connells. 7s.	95 $\frac{1}{2}$	...	...	...	...	...
N. W. Va. 1st mort.	...	...	...	...	...	...
... 2d mort.	...	...	...	...	...	...
... 3d mort.	...	...	...	...	...	...
Virginia 6s, Consol.	56 $\frac{1}{2}$	55 $\frac{1}{2}$	55 $\frac{1}{2}$	55 $\frac{1}{2}$	55 $\frac{1}{2}$	55 $\frac{1}{2}$
... Defer. Certif.	...	...	...	...	...	...
City Passenger R. R.	...	...	...	...	...	...

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 25.

Th.19. F.20. Sat.21. M.23. Tu.24. W.25

Boston Stock Exchange.						
Boston and Albany.	147	...	146 $\frac{1}{2}$	146 $\frac{1}{2}$	...	...
Boston and Lowell.	...	...	...	...	...	...
Boston and Maine.	128 $\frac{1}{2}$	...	126	125	...	...
Boston and Providence.	149	149	148	148	148	...
Boston, Hartford & Erie.	...	7s, new.	43	42 $\frac{1}{2}$	42 $\frac{1}{2}$	42 $\frac{1}{2}$
Cheshire, pref.	...	...	...	...	...	...
Chi. Burl. & Quincy.	...	...	...	...	...	...
Concord.	...	...	...	...	...	...
Connecticut River.	...	...	132	132	132	...
Eastern.	105	105	105	105	105	105
Fitchburg.	...	...	...	...	...	...
Manchester & Lawrence.	...	...	...	...	...	...
Michigan Central.	114$\frac{1}{2}$	114$\frac{1}{2}$	114$\frac{1}{2}$	114$\frac{1}{2}$	114$\frac{1}{2}$	114 $\frac{1}{2}$
Northern, N. H.	112 $\frac{1}{2}$	...	112 $\frac{1}{2}$	...	...	...
Ogdens. & Lake Champlain.	...	68	68	68	68	68
... pref.	...	...	...	...	...	...
Old Colony & Newport.	...	...	112 $\frac{1}{2}$	...	...	...
Ph. Wil. & Baltimore.	55	55	55	54	54	54
Portl'd, Sac'd & Ports.	...	...	...	...	...	...
Union Pacific.	...	37 $\frac{1}{2}$	...	...	...	...
“ 6s.	...	...	87	...	...	...
“ Land Grant 7s.	...	...	76 $\frac{1}{2}$	...	...	...
“ Income 10s.	78 $\frac{1}{2}$	...	77	77	77	77
Vermont & Canada.	...	60	60 $\frac{1}{2}$	...	...	...
Vermont & Mass.	...	...	87	87	87	87
South Boston (Horse).	...	...	100	100 $\frac{1}{2}$	...	...
Cambridge.	...	...	62	64	61	63
Metropolitan.	...	...	35	37	33	35
Middlesex.	...	...	97	99	97	99
Central Mining Co.	36	...	88	90	88	90
Copper Falls.	17 $\frac{1}{2}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$
Franklin.	...	...	...	...	10	...
National.	5 $\frac{1}{2}$	...	...	...	...	...
Pewabic.	11 $\frac{1}{2}$	12	12			

week, against \$297,882 same week preceding year. The shipments since January 1, 1872, have been \$70,848,576 against \$63,540,867 during the same portion of 1871.

Foreign Exchange has been in fair demand and quoted firmer. Bankers' sixty day bills on London closed on Wednesday at 109 $\frac{3}{8}$ @109 $\frac{1}{2}$; sight bills on London, 110 $\frac{3}{8}$ @110 $\frac{1}{2}$.

Government securities have been in comparatively limited supply, and generally good request for investment account, closing more firmly, with an upward tendency.

U. S. sixes of 1881 closed at 117 $\frac{5}{8}$ @117 $\frac{7}{8}$; U. S. Five-Twenties of 1862, 112 $\frac{1}{4}$ @112 $\frac{1}{2}$; U. S. Five-Twenties of 1864 at 112 $\frac{1}{4}$ @112 $\frac{1}{2}$; U. S. Five-Twenties of 1865, 112 $\frac{5}{8}$ @112 $\frac{1}{2}$; U. S. Five-Twenties of 1865 consolidated, 115 $\frac{5}{8}$ @115 $\frac{7}{8}$; U. S. Five Twenties of 1867, 116 $\frac{3}{4}$ @117; U. S. Five-Twenties of 1868, 116 $\frac{3}{8}$ @116 $\frac{1}{2}$; U. S. Tenforties at 109 $\frac{3}{8}$ @109 $\frac{1}{2}$; U. S. Fives of 1881 (Funding Loan) 101 $\frac{1}{4}$ @112; Six per cent. currency Sixes from 112 $\frac{3}{4}$ @112 $\frac{7}{8}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 11.	Dec. 18.	Dec. 24.
Consols	91 $\frac{3}{8}$	91 $\frac{1}{4}$	92
U. S. 5-20s, 1885....	91 $\frac{5}{8}$	92	92 $\frac{1}{8}$
" 1867	94	92	92
" 10-40s	88	88 $\frac{1}{2}$	88 $\frac{3}{4}$
New Fives of 1881....	89	89 $\frac{1}{2}$	89 $\frac{3}{8}$
Erie	42 $\frac{3}{8}$	42 $\frac{1}{8}$	49 $\frac{3}{4}$

State bonds have been generally quoted about steady on a moderate investment demand, for the favorite loans, which have not been offered with much freedom, despite the stringency in Money.

Railroad bonds have been in rather better request, and the more substantial loans have been held with increasing confidence. Central Pacific Sixes closed firmly at from 102@102 $\frac{1}{4}$.

Railway and Miscellaneous share property has been decidedly active and generally buoyant as to price, although the fluctuations have been frequent, notably so in the more prominent speculative favorites. The adjustment of the Erie litigation with Mr. Jay Gould, by a most unexpected compromise proposed by Mr. Gould himself, greatly stimulated speculation in Erie shares.

General business has been on a restricted scale, in most lines since our last. Domestic produce has been quite tame as a rule, though Flour and Wheat, Rosin, Spirits Turpentine, Petroleum and Hops attracted more attention, especially toward the close. Middling upland cotton, left off on Wednesday at 20 $\frac{1}{4}$ cts. per lb. The receipts at all the ports since Sept. 1, have been 1,555,472 bales, against 1,270,669 bales same time in the preceding year; exports 748,088 bales against 626,000 bales in the previous year; stock at the ports at latest dates, 519,176 bales against 429,178 bales same date 1871.

At the Live Stock Markets, Beeves have been in fair demand at from 8@16 $\frac{1}{2}$ cts.; the latter rates for extra heavy choice Christmas stock. Veals at 6@10 $\frac{1}{2}$ cts.; Sheep at from 5@8 $\frac{1}{2}$ cts.; Lambs 5@8 $\frac{1}{2}$ cts.; Swine, at 4 $\frac{1}{4}$ @4 $\frac{1}{2}$ cts. per lb. all live weight. The week's receipts were 6,664 Beeves, 1,780 Veal Calves, 14,354 Sheep and Lambs, and 51,486 Swine.

Foreign goods have been quiet and irregular. The week's imports of foreign goods reached the amount of \$6,912,075 including \$1,909,748 of dry goods.

Ocean freights have been more active and rather steadier as to rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:

New York.—Albany and Susq. 2d mort., 95; Pacific R. R. of Mo., 2d mort., 83; Milwaukee and St. Paul 7s, Iowa Div., 89 $\frac{1}{2}$; Ohio and Mississippi 2d mort., 84; do. consols, 94 $\frac{1}{2}$; Central of New Jersey 1st mort., new, 103 $\frac{3}{4}$; Delaware, Lackawanna and Western consols, 97; Clev., Paines, and Ash. 7s, new, 94 $\frac{1}{2}$; Buffalo and Erie 7s, new, 95; Burlington, Cedar Rapids and Minnesota 1st mort., 87 $\frac{1}{2}$; Louisville and Nashville consols, 1898, 93; Clev. and Pittsburg consols, 94; N. Y. Central 6s, R. E., 87; do. Sub. bonds, 87; St. Louis and Iron Mt. R. R., 94; do. 1st mort., 96; Boston, Hartford and Erie R. R., 9; do. 1st mort., 42 $\frac{1}{2}$; do. guar. bonds, 55; New Jersey Southern R. R., 25 $\frac{1}{2}$; do. 1st mort., 74; St. Louis, Kansas City and Northern Pref., 65; Western Union Tel., 81; do. 7s, 95; Wells-Fargo Exp., 88 $\frac{1}{2}$; Am. Mer. Union Exp., 67 $\frac{1}{2}$; Adams Express, 93; U. S. Exp., 80; New Central Coal, 47 $\frac{1}{2}$; Maryland Coal, 21; American Coal, 57; Atlantic Mail S. S. Co., 14; South Carolina 6s, new, Jan. and July, 23 $\frac{1}{4}$; do. Apl. and Oct., 27; N. Y. State 7s, B. L. reg., 105 $\frac{1}{4}$; Arkansas 6s, Fund Act, 45; North Carolina 6s, issued to N. C. R. R., 60; do. Fund Act 1866, 27; Michigan 6s, 1878, 100.

Philadelphia.—Warren and Franklin 1st mort., 80 $\frac{1}{2}$; Lehigh Valley 7s, new, 103 $\frac{1}{2}$; Philadelphia and Reading Gen'l mort. 7s, reg., 101; do. 7s, 1898, 103; Lehigh Nav. consol. gold loan, 98; Wilmington and Reading 7s, 98; Allegheny Valleys 7s, 10s, 94 $\frac{1}{4}$; Huntington and Broad Top Mt. consols, 61; Pittsburgh, Cincinnati and St. Louis 7s, 80; Pennsylvania and New York Canal 7s, 94 $\frac{1}{2}$; Nesquehoning R. R., 55; Catawissa R. R., 19; West Jersey R. R., 54. The latest quotations are: City 6s, 95@95 $\frac{1}{2}$; do. free of tax, 99 $\frac{1}{2}$ @100; Pennsylvania State 6s, 1st series, 102 $\frac{1}{4}$ @102 $\frac{1}{4}$; do. 2d series, 107@108; do. 3d series, 109@109 $\frac{1}{2}$; Philadelphia and Reading, 58 $\frac{3}{4}$ @58 $\frac{3}{4}$; do. Gen'l mort. 7s, coup., 100@100 $\frac{3}{8}$; do. reg., 101@101 $\frac{1}{4}$; do. mort. 6s, 1880, 95@95 $\frac{1}{2}$; do. 7s, new, conv., 101 $\frac{1}{2}$ @101 $\frac{1}{2}$; United New Jersey R. R. and Canal Co., 121@121 $\frac{1}{2}$; Camden and Amboy mort. 6s, 1889, 93 $\frac{1}{4}$ @94; do. 1883, 91@92; do. 1889, —@87 $\frac{1}{4}$; Pennsylvania R. R., 56 $\frac{1}{2}$ @56 $\frac{1}{2}$; do. 1st mort., 100@101; do. 2d mort., 97@97 $\frac{1}{2}$; do. General mort. coupon, 94@95; do. reg., 93 $\frac{3}{4}$ @95; Little Schuylkill R. R., 47@47 $\frac{1}{2}$; Morris Canal, 50@50 $\frac{1}{2}$; do. pref., 124 $\frac{1}{4}$ @126; do. 6s, 92@—; Susquehanna Canal, 7@9; do. 6s, 75 $\frac{3}{4}$ @78; Schuylkill Nav., 6@7; do. pref., 18 $\frac{1}{2}$ @14; do. 6s, 1882, 73@73; do. 1872, 79@80; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 97@98; do. 5s, 55@61; Lehigh Coal and Navigation, 36 $\frac{1}{2}$ @37; do. 6s, 1884, 87@88; do. R. R. Loan, 93@93; do. Gold Loan, 89 $\frac{1}{2}$ @90; North Pennsylvania, 49@50; do. 6s, 99@99 $\frac{1}{2}$; do. 7s, 94@95; do. Chatile 10s, 110@110; Philadelphia and Erie, 26 $\frac{1}{4}$ @27; do. 6s, 88@90; Minehill, 58@58 $\frac{1}{4}$; Catawissa, 18@20; do. pref., 41 $\frac{1}{2}$ @42 $\frac{1}{4}$; do. 7s, 1900, 99 $\frac{1}{2}$ @100; Lehigh Valley, 59 $\frac{1}{2}$ @59 $\frac{1}{2}$; do. 6s, new coupon, 93@95; do. reg., 95@95 $\frac{1}{2}$; do. 7s, 103 $\frac{1}{2}$ @104; Fifth and Sixth streets, (horse,) 51@52; Second and Third, 59 $\frac{3}{4}$ @59 $\frac{1}{4}$; Thirteenth and Fifteenth, 18 $\frac{1}{2}$ @20; Spruce and

Pine, 82@82; Green and Coates, 47@—; Chestnut and Walnut, 57@60; Hestonville, 17@18 $\frac{1}{2}$; Union, —@73; Germantown, —@25.

Boston.—Vermont Central 1st mort., 89; Connecticut and Passumpsic Rivers R. R., pref., 92; Portsmouth, Gt. Falls and Conway R. R., 97; Rutland pref., 58; do. 7s, 65; Cincinnati, Sandusky and Cleveland R. R., 18 $\frac{1}{2}$; Summit Branch, 39; Atchison, Topeka and Santa Fe R. R., 25; Boston Water Power, 45; Cary Imp., 11; Waverly Land, 4 $\frac{1}{4}$; Maine 6s, 1889, 99 $\frac{1}{4}$; New Hampshire 6s, 98; Boston 6s, 1875@1877, currency, 98; do. 1880, 97 $\frac{1}{2}$; do. 1880, reg., 96 $\frac{1}{4}$; Cook Co., Ills., 7s, 1880, 97 $\frac{1}{4}$; Allouez Mining Co., 14 $\frac{1}{2}$; Astor, 25c.; Calumet and Hecla, 156; Humboldt, 1 $\frac{1}{2}$; Madison, 62 $\frac{1}{2}$; Rockland, 2 $\frac{1}{2}$; Ridge, 11 $\frac{3}{4}$; Shuniah Silver, 2 $\frac{3}{8}$; St. Clair, 2 $\frac{3}{4}$.

Baltimore.—Orange, Alex., and Manassas 7s, 81; Virginia and Tennessee 3d mort., 8s, 91 $\frac{3}{4}$; Cincinnati and Baltimore 1st mort. 7s, 91 $\frac{1}{2}$; Wilmington, Columbia and Augusta 7s, 76 $\frac{3}{4}$; Orange and Alexandria 4th mort. 8s, 83; N. W. Va. 1st mort., 102 $\frac{1}{2}$; Richmond and Danville 1st mort., 75; Central Ohio 1st mort. 85 $\frac{1}{2}$; Union R. R. 1st mort. guar., 94; Northern Central 6s, 1900, gold, 95 $\frac{1}{2}$; Virginia 6s, old, reg., 40 $\frac{1}{2}$; do. consol. 6s, reg., 50; do. consol. 6s, with full coupon on, 61; Memphis City 6s, 52 $\frac{1}{2}$; Atlantic Coal, 2.25; Am. Gas Coal, 0.40. The latest quotations are: Wilmington, Columbia and Augusta bonds, 76 $\frac{1}{2}$ @76 $\frac{3}{4}$; Virginia Central 6s, 80@85; Wilmington and Weldon bonds, 93 $\frac{1}{2}$ @100; Pittsburgh and Connellsville 7s, 1898, 95@96; Baltimore and Ohio, 154@155; do. 6s, 1875, 88 $\frac{1}{2}$ @—; do. 1880, 96 $\frac{1}{2}$ @96 $\frac{1}{2}$; do. 1885, 94 $\frac{1}{2}$ @95; Parkersburg Branch, 11@15; Washington Branch, 136@150; Northern Central 38 $\frac{1}{4}$ @38 $\frac{1}{2}$; do. 6s, 1885, 94 $\frac{1}{2}$ @96; do. 1900, 86 $\frac{1}{2}$ @87; do. 6s, 1900, gold, 96@96; N. W. Va. 1st mort., 102@105; do. 2d mort., 102 $\frac{1}{2}$ @102 $\frac{1}{4}$; do. 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 99@99 $\frac{1}{2}$; do. 2d mort., 7s, 86 $\frac{1}{2}$ @87; do. 3d mort., 8s, 86@86 $\frac{1}{2}$; Central Ohio, 35 $\frac{1}{2}$ @37; do. pref., 38 $\frac{3}{4}$ @40; do. 1st mort., 85 $\frac{1}{4}$ @85 $\frac{3}{4}$; Western Md. 1st mort. 6s 1890, 80@—; do. 1st mort. guar., 96 $\frac{1}{2}$ @100; do. 2d mort. guar., 96@97; do. 3d mort., guar., 96@96; do. 2d mort. pref., 70 $\frac{1}{2}$ @83; do. 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 76@78; Orange and Alexandria 1st mort. 6s, 95 $\frac{1}{4}$ @96; do. 2d mort. 6s, 86@87; do. 3d mort. 8s, 93@95; do. 4th mort. 8s, 83@83 $\frac{1}{4}$; Orange, Alex., and Manassas 7s, 80 $\frac{1}{2}$ @81; Virginia and Tennessee 1st mort. 6s, 96@102 $\frac{1}{2}$; do. 6s, 2d mort., 78 $\frac{1}{2}$ @80; do. 8s, 3d mort., 91 $\frac{1}{2}$ @92; Baltimore 6s, 1875, 96 $\frac{3}{4}$ @96 $\frac{1}{2}$; do. 1884, 95 $\frac{1}{2}$ @96; do. 1890, 96 $\frac{1}{2}$ @96 $\frac{1}{2}$; do. 1893, —@97; do. 1893, exempt, 99@100; do. 1900, exempt, 96 $\frac{1}{4}$ @96 $\frac{1}{2}$; do. 1900, new, 96@96 $\frac{1}{2}$; do. 1902, 96@—; Memphis City 6s, 52@53 $\frac{1}{2}$; Maryland 6s, 1890, 97@—; do. Defense Loan, 1888, 102 $\frac{1}{4}$ @103; Virginia 6s, old, 38@42; do. consol. 6s, 56@57; do. reg. 47@50; do. Peeler, 45@50; West Virginia, 15 $\frac{1}{4}$ @16 $\frac{1}{4}$; City Passenger R. R., 21 $\frac{1}{2}$ @23 $\frac{1}{2}$; George's Creek Coal, 100@105.

 Bids have been let at Lexington, Ky., for grading the Lexington and Big Sandy Railroad from Mount Sterling to the Licking River.

Ware River Railroad.

The Springfield *Union* announces that the New York owners of stock in the Ware River Railroad have transferred their interest to Chester W. Chapin and others, and resigned their positions in the Board of Directors, their places being filled by Chester W. Chapin, James A. Rumrill, E. B. Gillett of Westfield, Franklin Morgan of Palmer, and William Richie. The lease of the Vermont Central expired November 30, but the road is still run by this corporation, which stands ready to give it up on thirty days' notice. There will probably be no change in the management till after the stockholders' meeting, January 11, although the road will eventually come under the direction of the Boston and Albany. The whole distance between Palmer and Winchendon is 49½ miles, and the 88 miles above Gilbertville is still incomplete. Work has been suspended for some time for lack of funds, but it will be recommenced next spring, and can be finished in three months. When the gap of 16 miles between Hillsboro' bridge and Peterboro', N. H., is completed, as it is to be soon, there will be an unbroken line between Palmer and Concord, N. H.

The Virginia Funding Bill.

In announcing the refusal of the Virginia Court of Appeals to re-open the question of the constitutionality of the act, Judge Christian made the following statement:

"In disposing of this motion, we have only to say that the cases have been elaborately argued, and have been the subject of the most deliberate and anxious consideration of the court. Every possible view of the important questions to be considered were presented in argument or suggested by members of the court in the careful examination, which the large interests involved, and the high responsibilities of our position demanded. Under a deep and painful sense of these responsibilities our opinions were deliberately formed after the most careful investigation.

As to the correctness of these opinions there is not one of us (of the majority) who has the shadow of a doubt. A re-argument cannot possibly change our settled and conscientious convictions; and we have thought it proper to dispose of this motion at the earliest practicable moment, in order to remove any doubt or uncertainty in the public mind as to the final action of this court. The credit of the commonwealth and the public welfare alike requires that the important questions arising out of these cases should be put at rest, so far at least, as the action of this court can have that effect."

Chicago and Canada Southern R. R.

One hundred miles of this road are now graded and ready for the iron, from the west line of the State of Ohio to the Detroit river. Twenty-five miles from Blissfield, the crossing of the Lake Shore road, to Fayette, Ohio, are completed and in operation. The whole line will be completed to Chicago in 1873. The road runs from Trenton, fourteen miles south of Detroit, 255 miles to Chicago, and will be a steel rail low grade, and a direct line for through transportation. Grading with steam shovels will be prosecuted at three points in Indiana during the winter, the nearest of which is 40 miles from this city. This road will run in connection with the Canada Southern, which extends from Malden, opposite Trenton 229 miles to the Canada end of the international bridge at Buffalo, and which is nearly completed. The Canada Southern is building a branch from St. Clair to St. Thomas, a distance of sixty miles of which forty are completed, from St. Clair to the Great Western crossing. They are also laying iron between Toledo and Trenton, on the old line of the Toledo, Canada Southern and Detroit

Road, whose franchise they purchased. This system of railways is controlled by the same parties as the Toledo, Wabash and Western.—*Chicago Inter-Ocean.*

Port Huron and Lake Michigan Railroad.

The line of this road has been changed west of Flint. Instead of striking the Milwaukee road at Corunna, it will tap it at Gaines, and there connect with the road to Lansing. Its managers intend to have this link completed next Summer.

At the stockholders' meeting, held recently, the following directors and officers were chosen: W. L. Bancroft, Edgar White, of Port Huron; Artemus Thayer, of Flint; Isaac Gale, of Corunna; W. K. Muir, Joseph Price, of Hamilton, Ont.; Townsend Cox, of New York. President, W. L. Bancroft; Vice-President, Townsend Cox; Treasurer, Edgar White; Secretary, E. B. Taylor.

The financial report shows that the traffic of the road during the past year has been large, and that its affairs generally are in a very satisfactory condition.

☞ The Columbus, Mt. Vernon and Delaware Railroad company have filed a supplementary certificate of incorporation with the Secretary of State of Ohio, to enable them to construct a branch from the main line near Oxford, in Holmes county, through Holmes, Coshocton and Muskingum counties, to connect with the Pittsburg, Cincinnati and St. Louis railway and the Cincinnati and Muskingum Valley railroad, near Dresden. Accompanying this certificate was one increasing the capital stock of the company \$1,000,000, making the total capital stock \$3,000,000.

☞ In the suit of Thomas St. John vs. the Erie Railway Company for dividends on preferred stock of the company held by him, on the ground that this stock was entitled to a 7 per cent. dividend before interest was paid on the £1,000,000 sterling bonds issued in 1865, and before rent was paid on any leases taken since January 1, 1862, Judge Blatchford decided that the preferred stock is not to be entitled to priority over anything but the common stock. He accordingly dismissed the suit with costs.

☞ The *Mining Gazette* gives the statistics of the copper production of the Lake Superior mines in 1872, with a comparison with last year's yield. The three counties from which the returns are given are Houghton, Keweenaw and Ontonagon. The product in 1871 was 16,076 tons 743 lbs; in 1872, 15,174 tons 213 lbs; showing a decrease of 902 tons 530 lbs. In spite of this decrease in the quantity of copper produced, the profits this year have exceeded those of 1871, owing to the greater demand for copper which has prevailed throughout the season.

☞ The Dallas (Texas) *Herald* says that the grading and bridging on the Texas and Pacific Railroad is all let, and work is progressing from Dallas east to Long View, and from Dallas west to Fort Worth. All contracts to the east are to be completed by March 1, 1873.

☞ The Lake Ontario Shore Railroad Company (from Oswego to Lewiston) have, it is said, determined to cross the Niagara river at the site of the Lewiston Suspension bridge, now erecting, but which is located at the most available point for crossing.

BANKING OFFICE OF FISK & HATCH.
NEW-YORK, Dec. 28, 1872.

The CHESAPEAKE AND OHIO RAILROAD is about completed. Its immediate promise of business is very large; its earnings on the disconnected portions will reach this year nearly \$1,000,000, without mineral or through business, from which its revenues as a completed road will be largely derived. Coal mining, iron furnaces, rolling-mills and manufactories of all kinds will soon crowd its whole line; while the producing West and manufacturing East are eagerly awaiting the opening of this new Trunk Line, which is destined to have so important an influence upon the transportation of their products.

The FIRST MORTGAGE SIX PER CENT. GOLD BONDS of the Company, the total amount of which is only \$15,000,000, are secured upon a property worth \$35,000,000 to \$40,000,000, and are fully equal in intrinsic value to the CENTRAL PACIFIC BONDS. They are issued in denominations of \$100, \$500, and \$1,000, coupon or registered, and at their present market price, 86 and accrued interest, are very desirable.

The CENTRAL PACIFIC SIX PER CENT. GOLD BONDS are too well known to require description or commendation. Their total amount is \$25,885,000; they have for a long time ranged in market price near or above par—the price to-day being 102 to 102½, with coupon on due Jan. 1, of 3 per cent, gold.

The WESTERN PACIFIC SIX PER CENT. GOLD BONDS amount to \$2,735,000. This road is now consolidated with the CENTRAL PACIFIC, and the payment of its bonds, principal and interest, is assumed by them. Their market price to-day is 92 to 92½, also with a three per cent, gold coupon on, due January 1. As they have recently been introduced on the Stock Exchange, we expect to see them rapidly rise to the price of CENTRAL PACIFICS, being substantially the same in character and value.

The CHESAPEAKE and OHIO, the CENTRAL and WESTERN PACIFIC BONDS, all of which have been negotiated by us, we believe to be among the best and most desirable Investment Securities in the market, which in time must become very scarce; especially as the Government will probably, during the coming year, pay off in gold another large lot of FIVE-TWENTIES, and issue in their place FIVE PER CENT. BONDS.

We buy and sell, as usual, Government Bonds, receive deposits, on which we allow interest, make collections, and conduct a general banking business in all its branches.

FISK & HATCH.

☞ The coupons of the following Railroad Loans, due Jan. 1, are announced to be paid at the Banking House of Messrs Fisk & Hatch, 5 Nassau St.

Central Pacific six per cent. Gold Bonds	\$25,885,000
Western Pacific six per cent. Gold Bonds	2,735,000
California and Oregon six per cent. Gold Bonds	6,000,000
Chesapeake and Ohio Debenture seven per cent. Bonds	5,000,000
Total	\$39,620,000

Journal of Railroad Law.

RAILROAD COMPANIES—NEGLIGENCE—WHAT IS *per se* NEGLIGENCE ON PART OF PARENT.

The facts in the late case of *Downs vs. The New York Central Railroad Company*, (47 N. Y., 83,) are fully and clearly stated in the following opinion by—

ALLEN, J.—There was a conflict of evidence as to the circumstances under which the plaintiff received the injury complained of, and bearing upon the question of negligence on the part of the defendant, and whether the plaintiff was chargeable with contributory fault. That the verdict is supported by evidence and cannot be disturbed by this court as wholly without proof, is not controverted by the counsel for the appellant. The question of fact litigated upon the trial, and submitted to the jury, was whether the plaintiff attempted to get off the cars while they were in motion, and in making the attempt was thrown by a sudden and unexpected starting of the train; and there is no complaint that the question was not fairly submitted to the jury with proper instructions. The jury have found upon the evidence warranting the verdict, if believed, that the train had stopped and was not in motion when the plaintiff opened the door, and was in the act of going out and down upon the ground in the usual and ordinary manner, and was thrown from the platform by the sudden jerking of the car, and that the injury was the result of negligence on the part of the defendant's servants and agents. The jury have also by their verdict necessarily found that the plaintiff was free from any negligence or fault contributing to the injury. Under the instructions they could not have rendered a verdict for the plaintiff without finding that fact. The plaintiff at the time of the accident, was twelve years of age; and being unable to find a seat in the car with his mother, by her permission went to the smoking car, and finding a seat there, remained in it until the train reached Rome, when, in the effort to leave the car to return to his mother, he received the injury in the manner described by the witnesses. It was not *per se* a negligent act on the part of the mother to permit a lad of that age, of ordinary capacity, to go from one car to another under the circumstances and for the purpose stated. It was submitted to the jury to determine whether there was anything in the youth, the inexperience or the want of ability of the plaintiff to take proper care of himself, which in the absence of the protection and guidance of his mother produced the injury, or contributed to produce it; and if there was, they were instructed to find for the defendant. This was as favorable a submission of the question as the defendant could have asked, and the jury have found adversely to the defendant upon it. Upon the trial the defendant was only held to the degree of care which the law exacts from carriers of persons in respect to all, and the plaintiff was held to the exercise of the same circumspection and care of his own person, and the degree of responsibility for his own acts as is required of adults under the same circumstances. The jury have exonerated the plaintiff from all fault and negligence, and have charged the injury wholly to the negligence of the defendant. The verdict is well supported by the evidence and the motion to dismiss the complaint at the close of the evidence was prop-

erly denied. The newspaper account of the transaction as published in the "Seneca County Courier" a day or two thereafter, prepared by the publisher of the paper from accounts he received at Rome on the day of the accident, was properly excluded. The author of the article was examined as a witness, but had no distinct recollection of anything that was said to him at Rome, and could not tell from whom principally he received his information; he talked with them all, the plaintiff, his father and mother. He talked with the plaintiff about it, and supposed he learned from him, but could not remember anything distinctly that he said, and in the course of his testimony said "I can only say what I published then; these are the facts that I got at Rome. I cannot state distinctly whom I got them from. I talked with different persons. I was there all the evening at the Hotel. Of course there was a great deal of excitement and talk about it." The witness after his recollection had been refreshed by reading the article, was unable to testify that he received the statement sought to be given in evidence from the plaintiff or from whom he did receive it. The article did not purport to be, and was not, in truth, a statement of a conversation with, or declaration made by, the plaintiff, and was not a memorandum made by the witness of a particular conversation at or near the time it was had, and which the witness could state under oath was a correct memorandum of such conversation. It was not, therefore, competent as evidence of a statement made by the plaintiff material to the issue or inconsistent with his testimony on the trial. The printed paper was not the original memorandum made by the witness; neither did he, or could he testify that the article, or a copy from which it was printed, was a correct memorandum or reproduction of the statement of the plaintiff, and it is not within the principle of any of the cases relied upon by the defendant. In all the cases the original memoranda have been produced, and the persons by whom they were made have vouched for their correctness. The article was but a summary of the facts collected by the writer from all sources, or rather of his understanding of the facts. After the defendant had given in evidence, declarations of the plaintiff and of his mother in his presence, made in the presence of Dr. Pope and others which it was supposed might be claimed to be inconsistent with the statements of the plaintiff as a witness, the plaintiff recalled J. W. Hurlbert who had taken the plaintiff from under the cars, and had testified that he thought he had his hands on him from that time until the amputation, and examined him as to his recollection of conversation and declarations of and in the presence of the plaintiff during that time, and then propounded this question. "Did he state on that occasion (immediately on carrying him in) that the way the accident happened was, that he was standing on the threshold of the car and that the cars were jerked up and threw him under the train and that they ran over him, or in substance that?" To which the answer was: "That was the substance of his reply" The question was objected to as leading, and that it was incompetent to prove the plaintiff's declarations. The evidence was not inconsistent with the declarations proved by the defendant, but it did tend to corroborate testimony of the plaintiff

by the fact that his statements had been consistent. This was not allowable. The conversation was not proved to have been part of the same given in evidence by the defendant. Had it been so, the evidence would have been competent. The plaintiff could have proved the whole of a conversation, a part of which the defendant had given in evidence, if it was connected and all related to the same subject. But the case shows no connection between the declarations and conversations proved by the defendant and those proved by a witness, Hurlbert, or that they were simultaneous. The admission of this evidence was error. It was within the discretion of the judge at the trial to suffer a question, leading in form, to be put, and the judgment will not be reversed for an error in that respect.

The evidence of negotiations for a settlement of the claim with officers of the defendant for several years after the injury, was competent in explanation of the delay in bringing the action which had been brought out by the defendant; and which but for the explanation, might have prejudiced the plaintiff.

The judgment for the error in the admission of the statements of the plaintiff to Hurlbert, must be reversed and a new trial granted.

Judgment reversed.

Pacific Railroads.

EXTRACT FROM THE REPORT OF THE SECRETARY OF THE INTERIOR.

The subscriptions to the stock of the Union Pacific Railroad Company amount to \$26,783,000 of which \$36,762,300 has been paid. The receipts for the year ending June 30, 1872, from the transportation of passengers, were \$3,067,808 17; of freight, \$4,122,651 20; and from miscellaneous sources, \$771,711 41; total, \$7,962,170 78. The entire cost of the road and fixtures to said date (unadjusted balances with contractors not included), was \$114,258,535 97. The indebtedness of the company at the same date amounted to \$75,894,512, of which \$27,236,512 is due to the United States.

The Central Pacific Railroad Company, by consolidation, now embraces, besides the original company of that name, also the Western Pacific, the San Francisco and Oakland, the San Francisco and Alameda, and the California and Oregon companies. Stock to the amount of \$59,644,000 has been subscribed, and \$54,283,190 paid. The receipts for the year ending June 30, 1872, from transportation of passengers, were \$3,620,519 33, and of freight, \$5,753,246; total, \$9,373,765 33. The expenses were \$4,317,332 32, leaving net earnings to the amount of \$5,056,433 01. At the close of said year the indebtedness of the company amounted to \$8,900,135 37, of which \$27,855,680 was to the United States. The stock subscription of the Central Branch Union Pacific Railroad company is \$1,000,000 of which \$980,600 has been paid. The receipts for transportation of passengers for the year ending June 10, 1872, were \$60,807,65, and for freight, \$83,662 03; total, \$144,469 68. The expenses of the road and fixtures have been \$8,728,700. The company's indebtedness (exclusive of first mortgage bonds, \$1,600,000, and the Government loan, \$1,600,000), is \$94,896 34.

The amount of stock of the Kansas Pacific Railway Company subscribed is \$9,992,500, and the amount paid in is \$9,621,950. Receipts for the year ended June 30, 1872, from transportation of passengers, were \$1,351,837 51; of freight, \$2,156,190 21; and from miscellaneous sources, \$79,600 75; total \$3,551,628 47. The construction and equipment of the road have cost \$29,602,974 28. The total funded debt of the company is \$26,044,600, and the amount of other liabilities and indebtedness is \$2,081,102 16, making

a total of \$28,125,702 16, of which \$6,808,000 is due to the United States. On the 19th of October, 1872, you accepted the western part of this road, extending from the 393,9425 mile, and terminating in Denver, Colorado territory, 638.6 miles from the initial point.

The amount of stock of the Denver Pacific Railway and Telegraph Company, subscribed and paid in, is \$4,000,000. This road, running in a nearly north course, 106.33 miles from Denver, Colorado territory, to Cheyenne, Wyoming territory where it connects with the Union Pacific road, was completed in the summer of 1870. The receipts for the year ended June 30, 1872, for transportation of passengers, were \$176,312 46; of freight, \$170,709 83; and from miscellaneous sources, \$8,066 40; total, \$355,088 69. The cost of construction and equipment of the road and telegraph to the date last above stated was \$6,493,800, and the indebtedness of the company to that date was \$2,519,076 25. The road and telegraph line were, on re-examination, accepted by you on the 3d day of May last.

The amount of stock of the Sioux City and Pacific Railroad Company subscribed is \$4,478,500, of which \$1,791,400 has been paid in. The receipts for the year ending June 30, 1872, from the transportation of passengers, were \$63,548 71; of freight, \$85,803 24; of mails, \$7,549 40; from express, \$1,735 80; and from miscellaneous sources, \$3,768 56; total, \$162,405 71. The expenses during that period were \$152,062 98. The indebtedness of the company is \$5,361,977 86, of which \$1,628,320 is due to the United States.

At the close of the last fiscal year (June 30, 1872), the amount of subscribed stock of the Southern Pacific Railroad Company was \$9,384,000, and the amount actually paid in, \$8,404,000. The company reports that surveys have been made from the end of the completed road, a point one hundred and three-tenths miles from San Francisco, to Fort Mohave, on the Colorado river, via Tehachapi Pass, and from said pass to Fort Yuma, on the Colorado, via Los Angeles and San Bernardino. The cost of these surveys has been \$66,894 84. The amount received during said year for transportation of passengers was \$383,563 83. The expenses on account of the road and fixtures for said period were \$376,278 11. The indebtedness of the company is \$5,750,000. Seventy and twenty-six hundredths miles of this road have been completed in a first-class manner, and have been accepted. The road commences at San Jose, California. The entire cost of the road and fixtures, together with the lands for stations, &c., since the organization of the company, is estimated at about \$12,000,000.

The amount of stock of the Texas and Pacific Railway Company subscribed is \$2,000,000, of which \$200,000 has been paid in. The company has neither bonded or floating debt. It is progressing rapidly with its surveys, having a number of corps in the field, but as the final reports have not been received, no definite description can be given of the line of road surveyed and fixed upon for construction. The receipts of the company from the 15th of April, 1871—the date of its organization—to the 1st of July, 1872, have been \$204,392 05, and the disbursements amount to \$125,056 87, leaving a balance in hand of \$78,835 18.

The report of the Atlantic and Pacific Railroad Company for the year ended June 30, 1872, shows that \$16,400,000 of stock has been subscribed, and that \$16,375,000 has been paid in. The company has completed, since the date of its last annual report, the road from Prairie City, in the Indian Territory, to Vinita, in same Territory, a distance of 21 1/4 miles. The road and telegraph from Pacific, Mo., to Vinita, a distance of 327 1/4 miles, has been completed. Parties have during the last year, surveying for the road in Texas, New Mexico, Arizona and California. The total cost of surveys to June 30, 1872, was \$162,173, and the amount received during the year ending on that date, from passengers, was \$325,607 87, and for freight \$790,080 43. The cost of railroad and fixtures, up to the same time was \$31,608,044 54.

The total indebtedness to that date (including assumed debt of \$7,161,050 of South Pacific Company, whose road from Pacific, Mo., to Springfield, it has obtained by purchase) was \$16,018,999 53. The mortgages of the company were received and recorded by the department, as required by law, in November and December, 1871. One hundred and twenty five miles of this road and its telegraph line have been accepted, of which fifty were accepted by you on the 6th of December last.

Stock of the Northern Pacific Railroad Company has been subscribed to the amount of \$100,000,000, and certificates for 165,336 shares, of \$100 each, have been issued. The cost of surveys up to July 1, 1872 (so far as reports have been received by the company), was 454,689 70. The accounts, &c., are not yet in a condition to render an accurate report of the amounts received from passengers and freight during the year. The expenses of the road and fixtures have been \$11,481,467 70. The indebtedness of the company is reported to be \$20,442,245 49. On the 20th of February last a map of preliminary route from the crossing of the Red River of the North, at Fargo, in Dakota, to a point opposite the mouth of Walla-Walla river, Washington Territory, a distance of about 1,143 miles, was received by the department. On the 1st inst., commissioners were ordered to examine and report upon the completed portion "from the junction with the Lake Superior and Mississippi Railroad near Thomson, Minnesota, to the Red River of the North," a distance of about 228 miles. Their report has not yet been received. The company report that on the 30th ultimo cars passed over the track for a distance of 113 miles west of the Red River. Track has recently been laid at the rate of 24 miles a day. The report states that, at the present rate of construction, the road would be completed to the Missouri River by the 3d of December. The character of the soil in Dakota, through which the road passes, is reported very good, adapted to grain and grazing, of an average excellence, equal to Illinois lands. Water is abundant. Timber is scarce. The construction of buildings for depots, engine houses, and water stations is progressing rapidly. The work of the company in establishing and preparing for construction the line of route to the Yellowstone River and up that stream was resumed during the year. The location of the line of route has been greatly retarded at various points by hostile Indians. The company has this year surveyed and examined the Missouri River above the Great Falls, and determined that it is practicable for steamboat navigation up to Gallatin Forks, a distance of 220 miles. They have also found that a short railroad is practicable around those falls, at small expense. Thus the whole course of the Missouri River can be made available to commerce and to the settlement of the vast region it drains. Surveys have been in progress on the Salmon River line in Montana, making a connection therewith of the survey in progress on the Wisdom River line. The survey of the route from Columbia River to Lake Pend d'Oreille is reported complete. It is also reported that 75 miles of the road from the Columbia River to Puget Sound will be in operation at the close of the season.

Virginia and Truckee Railroad.

The Virginia and Truckee Railroad is now completed from Virginia City via Carson City to Reno in Washoe county, connecting at that point with the Central Pacific Railroad. This road is 51 miles in length, over which 22 trains run daily, transporting about 200 ton of merchandise per day, besides carrying about 600 tons of quartz from the mines of Storey County to the various mills located on Carson River. The company have now in use 11 locomotives and will add from 3 to 5 more first-class engines to this number by the 1st of January next—the car capacity of the road being about 160 cars, embracing all kinds.

There is now within the borders of the county about 17 miles in length of railroad track belonging to this road.

The Canada Central Railway has been completed between Sand Point and Renfrew, and successfully opened.

1,000 Tons 56-lb. Rails,

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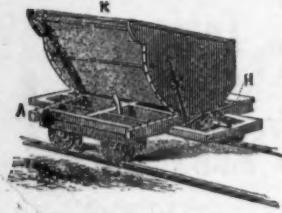
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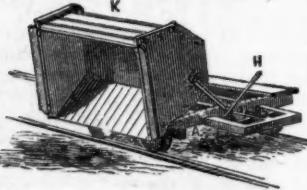


Fig. No. 1, Car Loaded.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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CARRYING MAILS, PASSENGERS AND
FREIGHT TO
ASPINWALL, PANAMA, SANTA MARTHA AND
GREYTOWN, AND PACIFIC COAST OF
MEXICO, CENTRAL AMERICA, PERU,
AND CHILI.

Steamers leave 10th 20th and 30th each month, except when those days fall on Sunday, then the day previous.

Dec. 30, Steamer OCEAN QUEEN, Capt. —, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall direct, connecting at Panama with steamer —, Capt. —, touching at Acapulco, San Diego, also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel.

Freight for all way ports received until 4 P. M. of Dec. 27.

Steamer GREAT REPUBLIC will leave San Francisco, Jan. 1, 1873, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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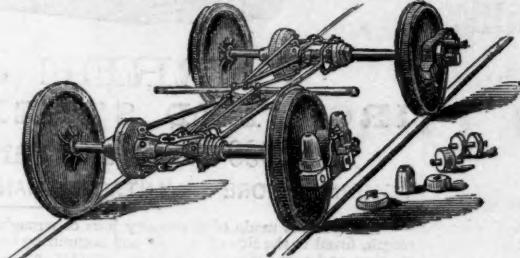
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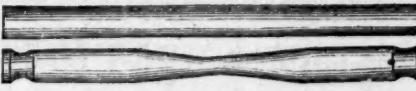
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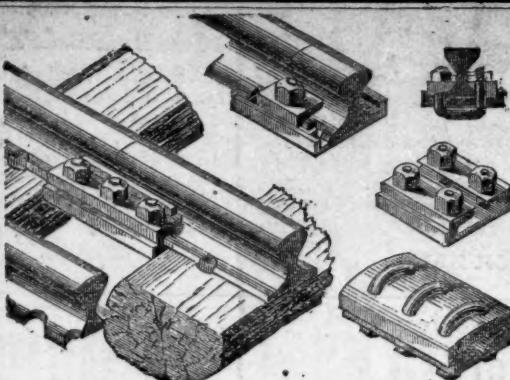
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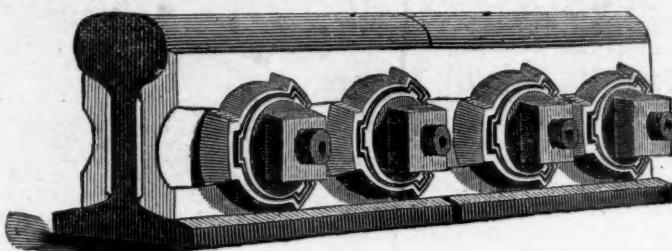
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

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We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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Cast Steel Tyres, Axles, &c.

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FUNCKE and ELBERS,
HAGEN, PRUSSIA.

Bochum Mining and Cast Steel Manf. Co.
BOCHUM, PRUSSIA.

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